



FOREWORD

This manual will discuss techniques and precautions specifically for the Cyclone 13. A General Handbook also accompanies this manual and we ask that you read both of the booklets prior to sailing.

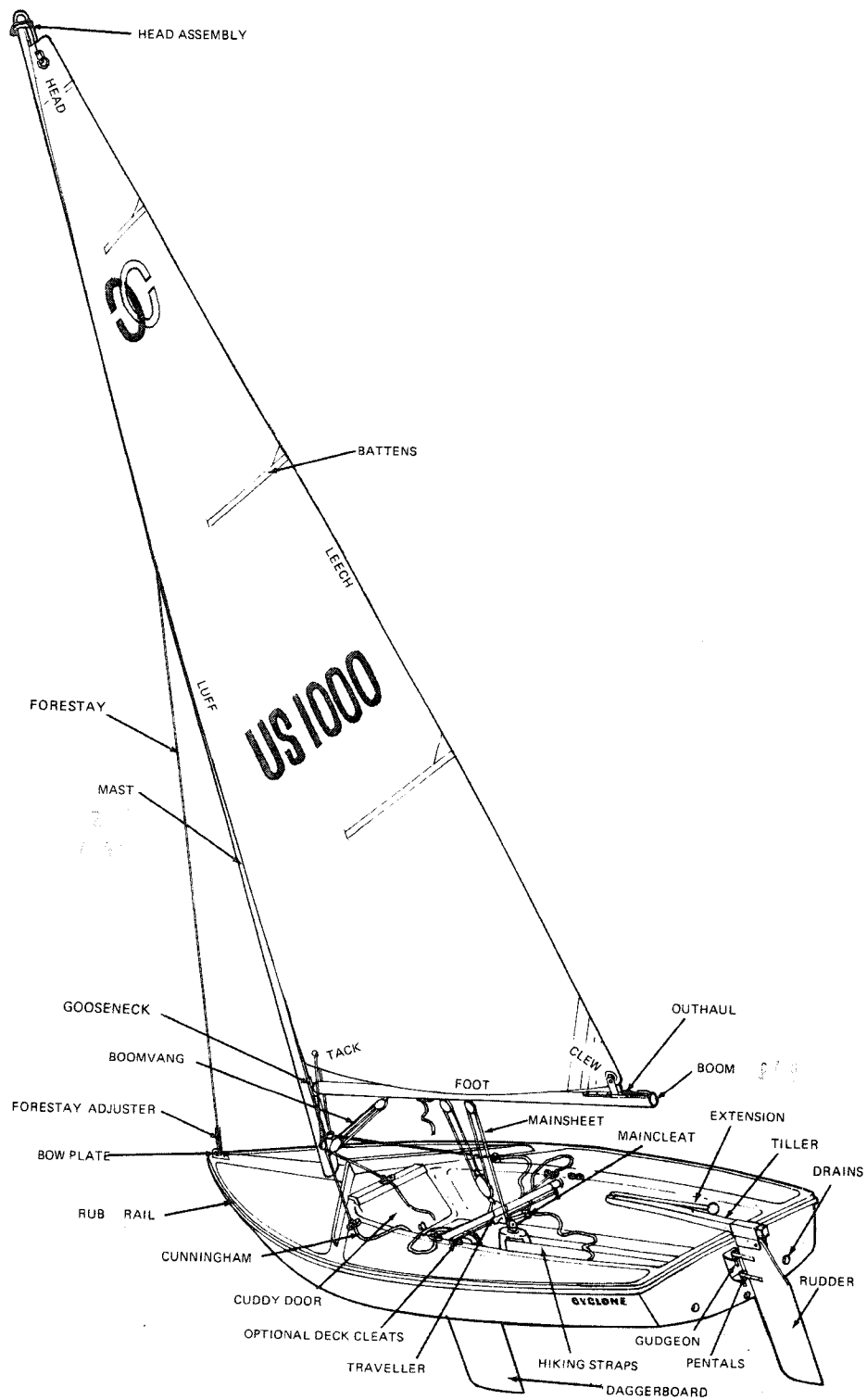
The Cyclone 13 is a lightweight high performance boat, which means that things happen faster and more often. Therefore you should read this manual carefully. Be cautious and practice until you feel confident. Once you have a "feel" for the balance of the boat you can enjoy hours of fun and excitement in a wide variety of wind conditions.

The boat is designed as a strict one-design sailboat (see your International Cyclone Class Rules.) Please do not make any modifications or changes without studying the Class Rules. Should you ever decide to race or sell your boat, you will want to be certain that it can meet the Class Rules.

The techniques discussed herein are only general. You may want to purchase one or more of the many books available on sailing theory after you have become more familiar with the boat. This Manual has been written with the novice sailor and beginning racing enthusiast in mind.

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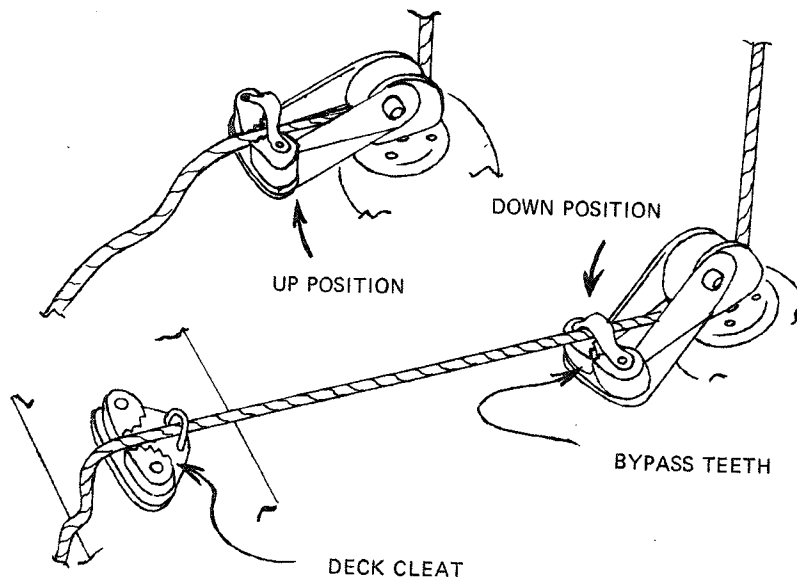


RIGGING

A detailed rigging diagram is shown on the opposite page. An explanation of the rigging and equipment follows:

1. Mainsheet - The mainsheet consists of the lines, blocks, and cleat which control the mainsail and boom. For ordinary day sailing, only the general boom position is important. For competitive sailboat racing, the trim of the mainsail becomes critical at all times. The swivel mainsheet cleat allows you to adjust the position of the mainsail either by letting the sail out in reaching or running situations, or by hauling the sail inboard when sailing on a beat. The most important aspect of the mainsheet cleat is to keep the line in your hand at all times while sailing; ready to be quickly released in the event of a hard puff of wind that might lead to capsize. Never wrap the sheet around your hand in such a way that it may become impossible to release instantly.

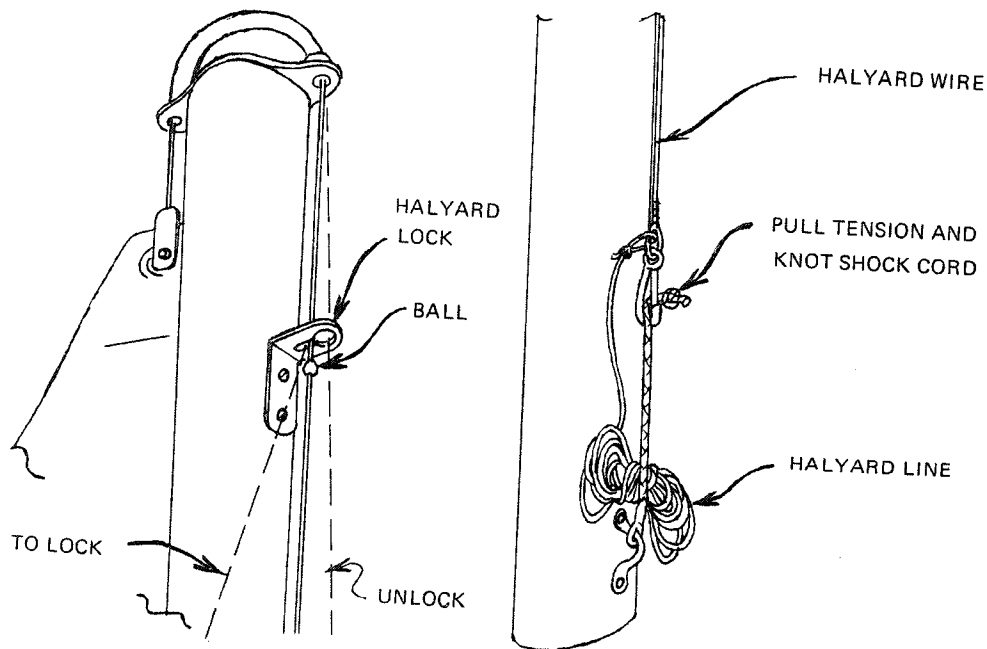
2. Deck Cleats (Optional) For several reasons, you may desire to have ratchet deck main cleats installed. With deck cleats it is easier to release the sail from a heeling position. The ratchet and deck cleats are used with the swivel cleat. In light weather you might want to use the center swivel cleat only. In heavier wind, to use the ratchet and deck cleats, merely push down by hand the swivel cleat and bypass its teeth.



3. Traveller - The traveller is used to control the shape of the mainsail, as are the outhaul, cunningham, and the boom vang discussed below. The traveller can be left in the center position under all normal sailing conditions and by simply playing the mainsheet in and out, the boat will handle very nicely. Many skippers do not use the traveller until they are actually engaged in sailboat racing. Essentially, the traveller allows you to make subtle adjustments to the leech (trailing edge) of the mainsail. Its effect is to haul the boom inboard without pulling it downwards. There are many schools of thought regarding the position of the traveller in light versus heavy wind conditions. Experience and study will lead to the effective use of the traveller should you decide to race your boat.
4. Outhaul - The outhaul is a line used to control the curve of the mainsail (called camber). The heavier the winds, the flatter the sail. The lighter the winds, the fuller the sail. This is a general rule and it becomes a critical factor in achieving boat speed only when racing. The mainsail is flattened by pulling the clew of the sail out towards the end of the boom. Easing off on the tension on the outhaul line will increase the fullness of the mainsail for "light airs" sailing conditions.
5. Cunningham - The cunningham adjustment is used to control the luff (leading edge) of the mainsail. Generally speaking, the rule is to tighten down on the cunningham line as the wind increases in velocity and to loosen up on the line as the wind decreases. The draft of the sail, that is, the point of maximum curve or fullness in the sail, is moved forwards by a downhauling on the cunningham. The reverse of this action, that is, an easing of the tension on the mainsail's leading edge, causes the draft of the sail to move aft. For everyday sailing purposes, a general rule to follow is that the cunningham should be pulled tight enough to remove any wrinkles in the luff of the sail for moderate to heavy winds – looser in lighter winds.
6. Boom Vang - The boom vang prevents the boom from raising up into the air while sailing on a reach or executing a jibe. The tendency of the boom to lift makes the boat more difficult to handle in heavier wind conditions. The boom vang in all wind conditions should be snugged down and cleated. The addition of the boom vang also helps the racing skipper to lift his boat onto a plane while reaching in moderate to heavy weather. A properly adjusted boom vang should never distort the sail or bend the mast or boom excessively.
7. Forestay - The forestay has an adjuster that controls the bend of the mast. The exact amount of tension depends on the wind and sea conditions, the weight of the skipper, and the consistency of the weather. In general terms, it should be barely snug in light wind and tighter in heavy wind.

8. Ratchet Block (Optional) The optional ratchet block must be located in place of the aft main block and is used in combination with the deck cleats. This combination will ease the sail pull on your arms and hands considerably. The ratchet block deck cleat combination is usually used in winds over 10 knots. Until that time the center swivel cleat is usually more convenient as it does not have to be uncleated each time you tack. Also in light winds the skippers weight should be more toward the center of the boat making the deck cleats not as easy to use as the mainsheet cleat.

9. Halyard - The halyard line is used to raise and lower the sail. It is a good idea to lower the sail when you leave the boat for any appreciable time. Sail flapping in the wind decreases the sail life and efficiency considerably. Besides this, a sudden gust or wind shift can result in a dockside capsize. A halyard lock at the top of the mast can be locked by first pulling the halyard line out from the mast, then down. Move the halyard line flush against the mast before releasing. If the sail is properly locked, you will feel the halyard locking ball click into place at the top of the mast. The rope tail of the wire halyard is tied off at the shock cord located at the base of the mast. (See illustrations).



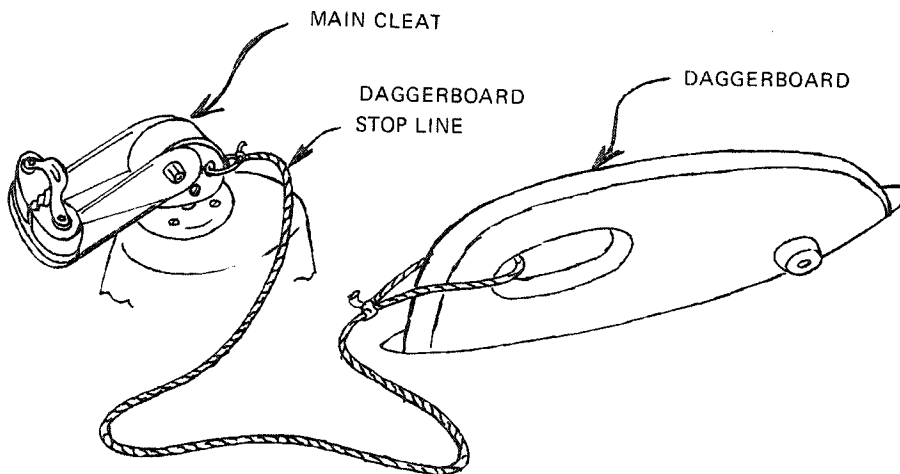
10. Reefing Sail (Optional) - An optional reefing kit with reef points in the sail is available if you sail in an area where there is extreme wind conditions. The kit includes a double halyard lock ball. Reefing can be accomplished in a matter of minutes and will shorten the sail area. Reefing is also useful for the beginning lightweights or for those who are just learning how to sail.

DAGGERBOARD

The daggerboard is held in position by two plastic coated stainless steel springs in the daggerboard housing. If the board will not hold in an up or down position with the boat in the water, you can reach in the cuddy door with a wrench and remove the springs. The springs can be bent slightly and reinstalled to increase or decrease the tension to your individual liking to hold the board in position.

Per your rigging instructions and class rules you are requested to tie the daggerboard so it cannot come out when the boat takes a accidental knock down. (See Illustration.)

The boards are made of fiberglass and are exceptionally strong, however, the outside layer of gelcoat can chip. Be careful not to bang the boards down in the well, this could cause the leading or trailing edge to chip.



The condition of boards, especially, the leading edge can effect speed. Well maintained boards can go faster. You can keep your board in a cloth sleeve to protect it while it is stored. Please refer to the General Manual for maintenance and repair if required.

Leaving the board in the water is not recommended. It only takes an extra minute or so to safely store it in the forward compartment or in your garage when storing the boat.

RUDDER

The rudder is made of the same material as the daggerboard and should be cared for in the same manner.

MAST

The mast is made of anodized aluminum and although it is virtually maintenance free, it is a good idea to clean the surface from time to time if you wish to maintain a new look. Also when car topping be careful to wrap the mast where it is tied to the rack. This will prevent scratching of the anodized surface. The halyard wire should be waxed from time to time to insure a smooth easy pull. The top of the mast is factory sealed and should be checked for leaks by taking bottom cap off and pouring water in. If water leaks out of the head assembly, you can see the spot and squeeze some silicone sealer over the area and wipe off the excess. A well sealed mast will reduce the possibility of turtling.

BOOM

The boom is made of the same material as the mast and can be maintained in the same manner. Be careful not to let the boom fall onto the boat when you let the sail down. This can chip the gelcoat on the boat.

TEAK TRIM

The teak can be allowed to bleach out with no maintenance, or you can, every so often, wipe on with a rag some teak oil available at your marine dealer. Un-oiled teak can in time take on weather splits. However, they can be sanded and then oiled. Oiled teak will look new for years. You can varnish your teak but is is not necessary.

HULL

To restore the luster to your deck use fiberglass polish or wax. Wax on the hull is not recommended for racing. Refer to the General Handbook for repair of scratches or breaks. Caution! You should avoid excessive pressure on the hull. Hauling out a water filled boat onto a deck or trailer can damage the hull.

HIKING STRAPS

Hiking straps are provided and can be adjusted for more or less slack. Screws should be checked before racing to make sure they have not worked loose. A slipped hiking strap can cause you to fall out of the boat.

TILLER

Your tiller can be removed from the tiller cap by pushing it all the way backwards and rotating it upside down so that the screw on the end is facing down. Now you can slip the tiller out. A suggestion is to attach a shock cord snugly from hiking straps and over the tiller. This will bring the tiller straight ahead if you should accidentally drop the tiller. The length of the tiller extension is optional. The tiller extension is necessary to steer the boat while hiking out.

OPTIONAL BEACHING RUDDER

The optional beaching rudder allows skippers to pull their boats onto a beach. It is also advantageous where shallow launching conditions exist. The boat can be launched with the rudder installed on the transom but in the up position. Then the boat is walked or paddled into deeper water where the rudder and daggerboard are quickly lowered.

When lowering the beaching rudder you simply push the rudder into the fully down position, and tighten the locking lever. You should experiment with the beaching rudder to determine just how hard you will want to tighten the locking lever. The idea is to adjust the locking devices such that if you strike a submerged object or sand bar the rudder can pop up without damage. However, you would not want it to pop up due to the pressure of the water against it while sailing in brisk winds. Be sure to keep it sufficiently tight to prevent this from happening.

SELF-BAILING COCKPIT AND RIGHTING PROCEDURE

One of the great features of your boat is the self-bailing cockpit. Should your boat accidentally capsize, the cockpit will automatically drain itself in a matter of seconds. As the boat floats well above the water level, little or no water will remain in the boat when it is righted. If there is any left it will pour out of the transom drains. Keep the transom drain holes clear of obstructions and always make sure that the cuddy door is securely latched before sailing.

Righting the boat is very simple if done correctly. You should practice capsizing your boat on a warm light wind day and develop an exact procedure for righting. With little practice the average skipper can right the boat in 10-15 seconds without even getting wet.

The recommended procedure is: As you feel the boat go over, un-
cleat the mainsail if possible and slide legs over the side onto
daggerboard. If this is done quickly the sails will barely get wet and the
boat will begin to right. Grab the traveller bar and pull your body up
while throwing a leg up and onto the boat. Your weight will tilt the
boat toward you making it quite easy. Now you can roll the rest of your
body into the boat. Note here that if you act fast the boat will be
heading into the wind and the pressure on the sail will counter balance
your weight preventing a re-capsize to weather. If there was not time
to uncleat, you must swim around and uncleat before proceeding.

For righting when off the wind or downwind, again you must first
uncleat. All Cyclone masts and booms are sealed at the ends, therefore
your boat should not turtle except in extreme cases. The second step
is to hang your weight (fingertips) on the tip of the daggerboard and wait
for the boat to swing its bow around into the wind. Now, climb on the
board while the boat is coming up and follow the procedure described
above.

If you are not able to board over the side you can board over the
transom. Some people find this easier. But here again, even though sail
is uncleated, you must let the wind on the flapping sail counter balance
your entry so as not to recapsize.

Your rudder should always be locked into the gudgeon with the
locking spring to prevent the rudder from popping off during a capsize.
Always check this spring lock before going sailing. Remember, you need
not panic, your boat cannot sink as it has built in positive flotation.

DRAINING THE HULL

When you first put your boat into water, you will want to complete
a preliminary check of the hull and daggerboard well. The way to tell if
you have any minor leakage problems is to sail the boat in the normal
manner and then upon hauling out the boat, open the stern drain plugs
while the boat is still on the trailer inclined on the ramp. You should
always check these drain plugs prior to sailing and make sure they are
tightly closed. If the plastic washer is not seated properly, you may
incur leakage around the drain plugs, so verify that the plugs themselves
are not the source of your leakage before looking any further.

You may experience some small amount of water inside the hull
due to condensation of moisture. This is negligible and should not be a
reason for any concern. Minor leaks can be sealed with a good marine
silicone sealing compound if required.

If the boat has been capsized, you should always drain the hull when you haul it out. Never try to haul out a boat that has gallons of water inside unless it rests evenly (flat) or on a soft surface. The weight of the water could damage the hull.

LAUNCHING AND TRAILERING

General Trailering procedures for trailerable sailboats are discussed in the **GENERAL HANDBOOK** which accompanies this manual. Beyond those, there are a few special considerations relative to your particular trailer model that need to be discussed.

To begin with, some of the trailers have a "breaking" device located on the central cross bar. This device allows you to "break" the trailer in the middle when launching on a poor incline and thusly tilt the rear portion of the trailer to help ease the boat off and into the water. It is not necessary to immerse the wheels and bearings of this type of trailer. Instead, the trailer is backed into the water until the water level just reaches the tire rims. With the emergency break firmly set, and after the trailer winch bow line has been replaced by a dock line, the trailer can be "broken" by releasing the proper lever. While shoving the boat straight back into the water, the rear portion of the trailer will automatically tilt up and aid you in sliding the boat free.

After launching by this method, be sure to reset the locking lever before driving up the ramp to park. When hauling out your boat, once again "break" the trailer so it will tilt as you winch the boat onto the trailer. Be sure to reset the locking lever before leaving the ramp. It will not be necessary to use this lock release on a properly designed launching ramp.

Your trailer is equipped with a tie down belt which is designed to pass over the boat (but not the mast which rides on top of the boat). If this belt is cinched down while wet, it may slip or stretch while you are traveling. It pays to stop occasionally along your route and check the tension on the belt. Otherwise your boat may shift on the trailer and possibly the hull could get scratched on the trailer's fenders.

Tying the extra length of belt which is left over after cinching down will keep it from flapping in the wind while traveling, and thusly reduce the possibility of the belt loosening up while you are on the road.

While trailering, the mast should ride on the forward mast support of the trailer and be securely tied down at that point. The foot of the mast can ride either inside the boat's stern or tied across the transom with a minimum of overhang. Either way, be sure to pad the mast to prevent scratching the hull or transom. Some sailors use heavy rubber shock cords for securing the mast during travel because of their quick release feature.

CAR-TOPPING

Your Cyclone is easy to car-top. However, caution must be used to use the tie-down strap or non-stretch lines across the top of the boat as well as from the bow and stern. In addition the lines should be checked during the trip for tautness. The one piece mast and boom can be car-topped on most bigger cars in many states, however, check your state regulations on overhang.

BOAT HANDLING

Although the Cyclone is stiffer (less tipping) than other boats in its class, it still must be sailed cautiously in heavy wind. If you are 175 lbs. or more much of the balance can be done by shifting of body weight. When sailing into a heavy wind, hiking out low as possible will keep the boat flat. Release the mainsheet when a gust hits. If you are under 175 lbs. hiking out plus the traveller and the mainsheet cleat become increasingly important to keep excess pressure off the sail. Sailing downwind when it is blowing hard requires concentration and the gentle shifting of weight to keep the boat from rocking. If the boat starts to rock excessively the daggerboard should be lowered halfway. And while staying on course, sheet in about halfway. This will reduce the sail area exposed to the wind pressure and bring the weight from outboard to inboard. Shift your weight aft and move your weight into each rock. If this technique is not enough swing the boat around into a broad reach (wind coming from broad side). Keep your weight outboard and aft. At this point although the boat will accelerate, you will feel more stability.

The boat can be made to plane with the wind coming from the beam side at around 10 knots and over. When you feel the boat has the speed, a quick pull on the main sheet and simultaneously scooting your weight back toward the transom will cause the boat to lift onto its own wake and begin to fly through the water at as much as double its normal hull speed.

INTERNATIONAL CYCLONE ASSOCIATION

Dear Cyclone Owner:

On behalf of the International Cyclone Association we would like to congratulate you on your ownership and welcome you to our sailing fraternity.

We would especially like to make sure that you send us your address and sail number on the Registration Card in your Warranty folder. The first year's membership in the National Association has been prepaid by your dealer. This will automatically include you in any and all newsletters and special bulletins pertaining to racing and rules. The newsletter will contain sailing tips, maintenance suggestions, photos and racing activities about Cyclone.

The association will endeavor to maintain high standards and strict one design rules for you. We will be happy to hear suggestions from you.

We hope to hear from you soon.

INTERNATIONAL CYCLONE ASSOCIATION

CLOSING WORDS

The manufacturer believes that you will enjoy countless hours of fun and relaxation sailing your Cyclone, if you will practice proper sailing and safety procedures both on land and on water. Take good care of your boat and take the time to learn the different phases of good seamanship.

GOOD SAILING!

CAPRI SAILBOATS



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