



OPTISAILORS RIGGING FUNCTION OWNERS MANUAL



Mclaughlin Optisailors Pro Racer Hull Specifications

*“EXCLUSIVE INNOVATIONS TO KEEP YOU OUT
FRONT”*

You now own **THE MOST TECHNOLOGICALLY ADVANCED** Optimist available in the world. Some of the benefits of the rigging may not be so apparent. This booklet describes how the rigging will help you. Each person has their own personnel preference and you may not like our ideas. If you have a better way to rig your Optimist we would like to hear about it. Please contact Steve or Spencer at steve@optistuff.com or call 800 784 6478 – 800optimist.

Hull Construction - Optisailors hulls are laid up on Thursday morning to allow an “over the weekend” two extra days cure in the mold. This allows the resin additional time to reach its full hardness, hold the mold shape and stiffen the boat. Extra care is taken to assure the maximum weight can be placed in the midship frame lightening the ends. The center of gravity is moved aft through a special vacuum bagging process. The **Optisailors** hull is perfectly faired. A clear transom option is also available for customers wanting to further distinguish their boat.



Appendage Alignment - Proper alignment of the appendages is checked with a laser-squaring beam. This assures equal speed on both tacks and minimum drag.



Low Friction Daggerboard Adjustment

YOU'VE REALLY GOT TO TRY IT TO BELIEVE HOW AWESOME THIS SYSTEM IS!

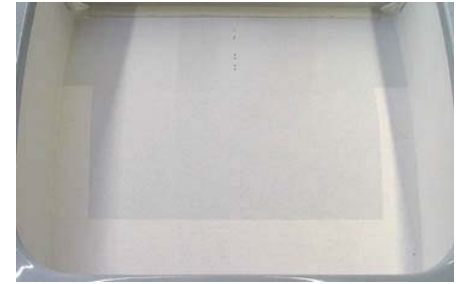
Most standard hulls have one shock cord that holds the daggerboard down for sailing up wind and up for sailing down wind. It requires two-hand operation. This system only requires one hand for precise height adjustment with minimum effort. The Optisailors hull has a second “bungee” line that attaches to the mast thwart from the top of the daggerboard. This exclusive **Optisailors** design helps eliminate the friction caused by the standard system and ensures that the board will be tied in (legal) during racing. The board is cock aft while up, which is preferred for low helm and speed.



Extra Aggressive nonskid applied in a “T” shape- The

Optisailors nonskid pattern maximizes traction in the forward cockpit where it is needed. This is the “sweet spot” where a

properly trained racer should land after a good roll tack. The nonskid is approximately 3.5 inches from the sides in the aft portion of the cockpit to decrease bailer wear in areas where non-skid is not necessary.



Oversize airbag straps. We have converted to longer straps in our hull to facilitate the benefits of “high float, maximum volume” airbags. “Pioneered by McLaughlin.” The **Optisailors** flotation straps are alternating colors accenting the color scheme of the hiking straps.

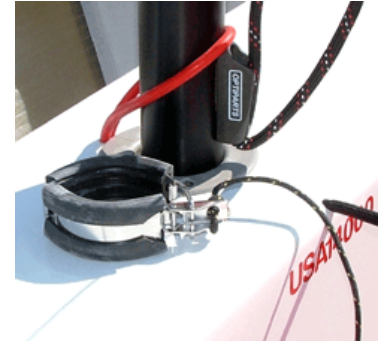


Optisailors padded hiking straps- Racers do not have the time to watch their feet enter the hiking straps before trusting them. The straps must be in the perfect position every time. Both the hiking straps and air bag straps have a specially sewn loop that allows them to be lifted upward

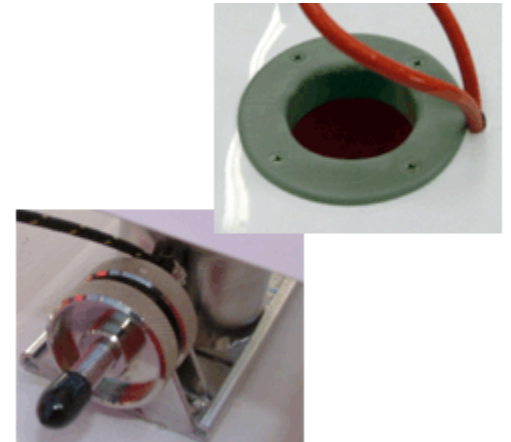
and outward where you need them. A double Vectran easy adjustment line ties off the straps in the back guaranteeing zero give and maximum feel. The **Optisailors** padded hiking straps are padded on both sides in case of roll over.



Mast Tie Down System- Red polymer-elastic is used instead of rope on the deck for quicker rigging and lower friction during mast rotation. An Optiparts EX1203 mast clamp completes the system for extra safety.

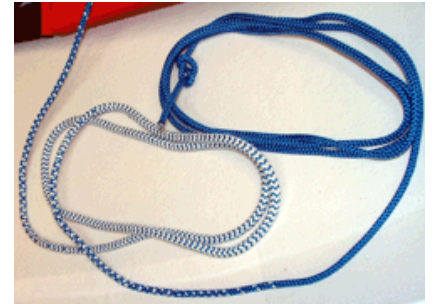


Advanced Mast Adjustment System - A second adjustment nut is added to the EX1202 Optiparts adjustable racing mast step to prevent incidental movement during transportation and locks the mast into precise placement while racing. In addition this, eliminates play yielding better performance. The Optiparts EX1210 racing deck collar and mast sleeve reduces friction, protects the mast against wear and allows the mast to be raked for all points of sailing while preventing side movement. These collars, thanks to specifications provided by Mclaughlin, are the strongest, lowest friction available.



Double Tapered Mainsheet-

Optimist sailors need a thick easy to grasp mainsheet upwind but cannot afford the extra weight or to lose responsiveness down wind. Our double tapered mainsheet solves this problem. A snap shackle is also sewn to the end of the sheet for quick conversion from a 3:1 to 2:1 ratio. Just unclip the shackle and it dead ends at the floor block eliminating 1/3 of the line necessary to pull in or let out the main sail.



High Performance Block

System- (Engineered from the best of all materials) Harken Carbo blocks are the strongest and lightest blocks made for the Optimist. The Harken Tielite block is connected to a stainless steel micro-snap shackle by a custom sewn, zero stretch Spectra webbing to minimize weight on the boom/sail while allowing a shorter sheet. The Fredrickson ratchet block provides the ultimate grip/cleating on the main sheet for reduced arm fatigue. A Harken rubber standup boot replaces the normal spring keeping the mainsheet tangle free (and your tootsies safe!).

