

# Centreboard and rudder kick-up system

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## **SWING KEEL – KICK UP SYSTEM**

The centre board has been constructed in such a way that even the slightest touch of ground makes it kick up automatically via the release cleat on the cabin top. To remount the release cleat, just push down the clam cleat hard again.

When you are sailing, check now and then that the centreboard is down, could have popped up by itself!

The automatic quick release cleat can be fine adjusted on the Allan-screw at the aft end – if it maybe releases too soon or too late.

Up- and downhaul line you can adjust from the cockpit cabin top. Just like you can trim a dinghy on the centreboard, you can also profitably do that on the Dragonfly.

Generally, we always recommend placing the centreboard all the way down upwind. On a reach half way down and sailing downwind all up.

Do remember though, lowering the centreboard again before going upwind again. Under sail pressure you cannot possibly adjust the centreboard – you will have to either luff into the wind or bear off to dead downwind to adjust the centreboard. Downwind you will seldom find adjusting problems.

### **IMPORTANT**

The SB side lifting centreboard line has a knot adjusted from the yard, which is the stop knot – preventing the board from coming too far down. This knot must not be moved and/or changed.

If the centreboard comes too far down, the centreboard can break up the centreboard box and damage the boat seriously – and, the boat will get flooded.

Of course, if you know that you are going to a beach, we highly recommend releasing the centreboard downhaul line beforehand, because when hitting the ground in slow speed, the automatic cleat will not release as quickly, and this will put extra unnecessary strain on this system.

# Centerboard-system

Dragonfly 28

## Mast support

Lines going to deck through mast support

## Pulleys

3 x turning blocks

## Board up line

8 mm dynema - 7,5 meter long

## Board down line

8 mm dynema - 8,5 meter long

## Pivot point

Locked around the pivot point by a locking bolt. 120 mm Allen screw, size 10 socket. Can be removed from underneath when board is up

## Endstop

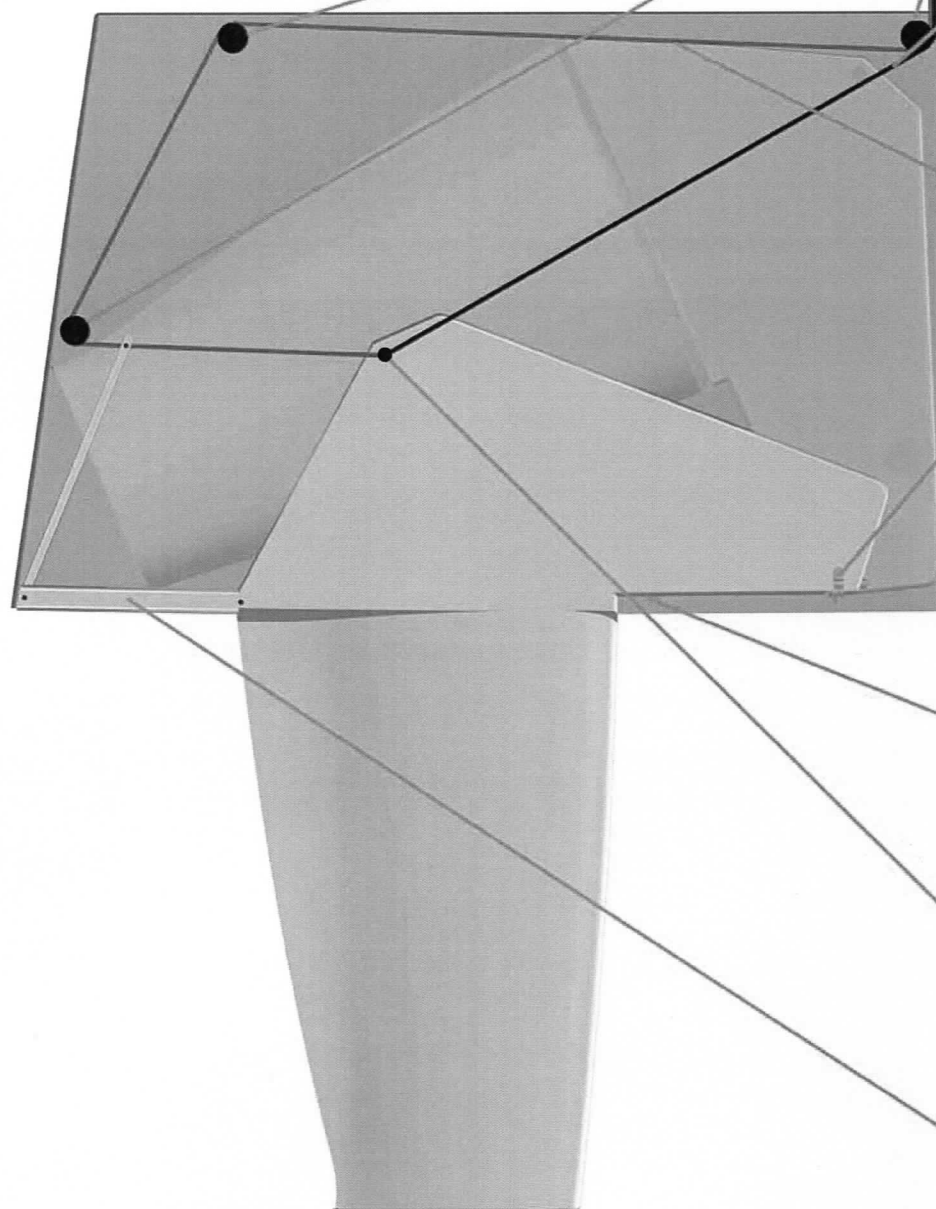
Board rest against hull while down

## Attachment point

Both lines is attached to this hole with a knot

## Closing mechanism

Closing the space behind the centerboard while down



## **RUDDER SYSTEM:**

The rudder also has a "kick-up" system, so by hitting the ground the rudder will kick up.

### **IMPORTANT**

Be sure that the rudder is always fully down in position, otherwise the rudder gets hard weather helm and hard to steer.

Do regularly check the downhaul line for kinks or damage. If you can see any sign of damage on the 5 mm Dyneema line, this must be replaced immediately. The rudder is not designed to be used while sailing in no other position than fully down, otherwise the rudder system will bend and be loose or even break off.

To pull up the rudder, release the downhaul line, lift the tiller a bit and pull the lifting line on top of the tiller. Also regularly check the bolt where the rudder is bolted to the rudder head (key No 19).

Always make sure that the downhaul line is always ready to release with no kinks or knots on the line and that the line always is led into the aft locker.

When beaching the Dragonfly just release the downhaul line both on centreboard and rudder, so it goes up easier and makes less damage.

The automatic quick release cleat can be adjusted lighter and/or harder, if needed.

If the outboard motor is active – the rudder can ONLY have 2 positions – either fully down or fully out of the water, if the rudder is halfway down – the propeller can touch the rudder blade when turning the rudder and engine to port.

You can easy manoeuvre the boat under engine with no rudder down as the engine turns with the tiller when connected – just like a powerboat!

# Rudder-system

## Dragonfly 28

