

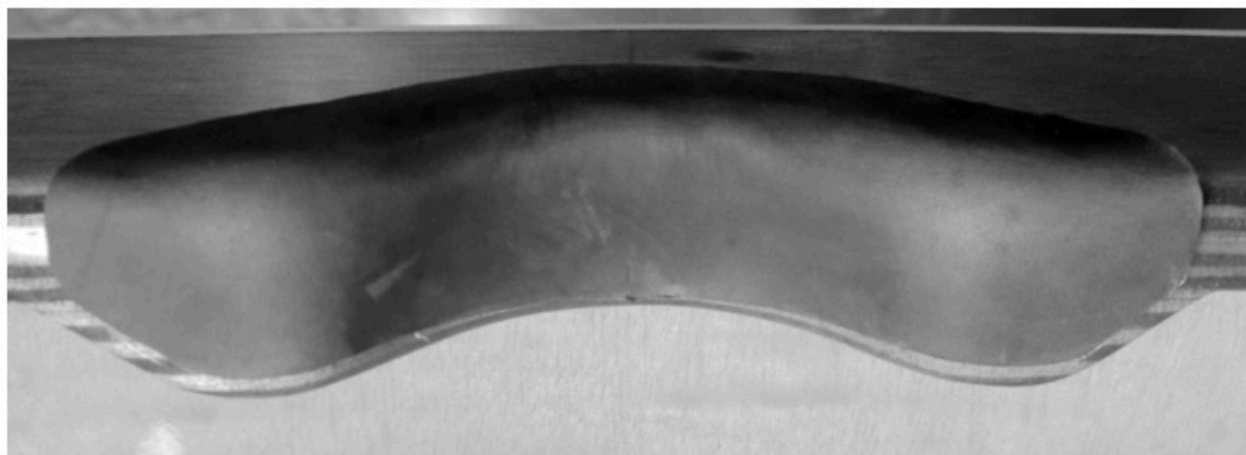
LEATHER PADS

When nested, the forward half touches the after half in four places, some of which are sharp edges against sharp edges.

Leather pads glued on with contact cement nicely protect these edges.

The leather pads included in your kit are laser cut and have centerline marks to help position the pads.

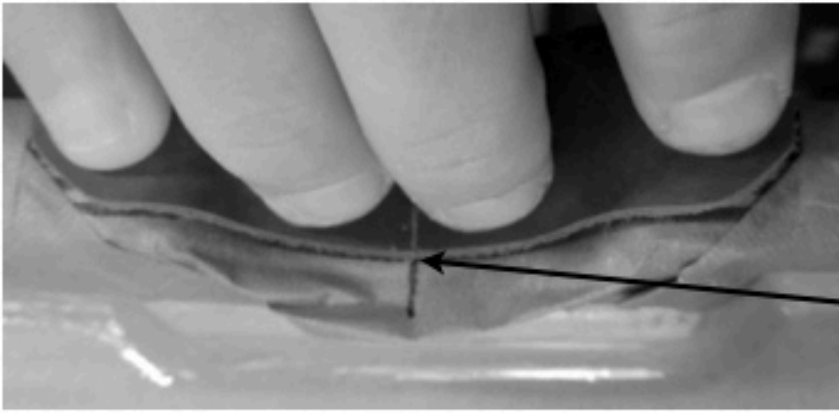
The pad covering the inwale notch is the most challenging to install, but it's a nice detail and quite necessary. Installing this pad is best done with the aft hull half on end as in the photo 2 pages previously. (pg.192)



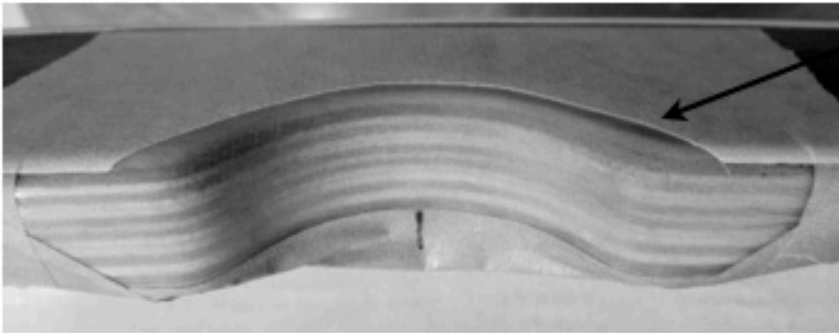
GLUING WITH CONTACT CEMENT

Prepare for gluing inside the taped areas with 3M® scrubie and lay the pads upside down on the table. Use the smelly and flammable type of contact cement to glue on the pads. Use a glue brush to apply the contact cement and an awl to hold the pads while brushing. Brush from the middle out towards the edges of the pads while applying a liberal amount and working fast (this stuff dries quickly).

Apply to the taped off areas, wait 20 or 30 minutes (must be dry to the touch) and apply another coat of contact cement to both surfaces. When dry to the touch (about another 20 minutes in warm, dry weather), apply the pads. You only get one chance, so place them carefully. **Rub the pads firmly with the round end of a screwdriver handle to improve adhesion, especially at the edges.** See page 302 for positioning the fourth leather pad.



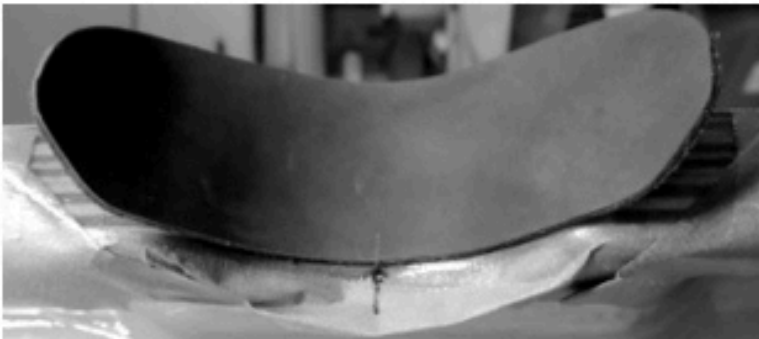
Tape off about 1/8" in from the edges of the doubler (see photo on previous page too).
 Trial fit the leather as shown on left.
With the leather centered, make a centerline mark on the tape aligned with the mark on the lower edge of the leather.



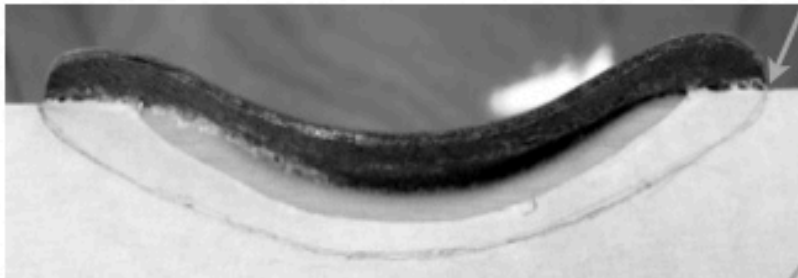
Apply a wide piece of tape to the upper face of the inwale and roughly knife away around the notch as shown.

Prepare the surface for gluing with small pieces of 3-M scrubbie. Use lots of pressure and scrub away from or parallel to the tape edges.

See gluing instructions at the end of this chapter. (pg.297)

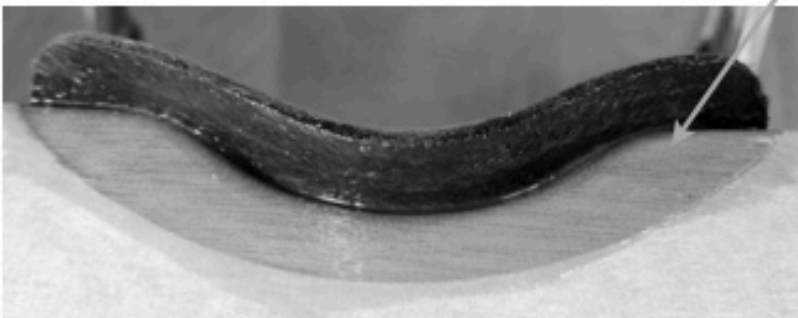


With 2 coats of contact cement applied, make a C shape with the leather so that it can touch in the center of the notch first (with the marks aligned). Place carefully as you only get one chance with contact glues. Work slowly out to the edges. Rub down firmly from tip to tip.



Looking from above, fold the leather onto the inwale one side at a time and mark around the edge of the leather as shown.

Knife away the tape, prep for gluing and apply one heavy coat of cement to the inwale surface and a lighter coat to the exposed leather. Brush out any puddling in the crack between the two.



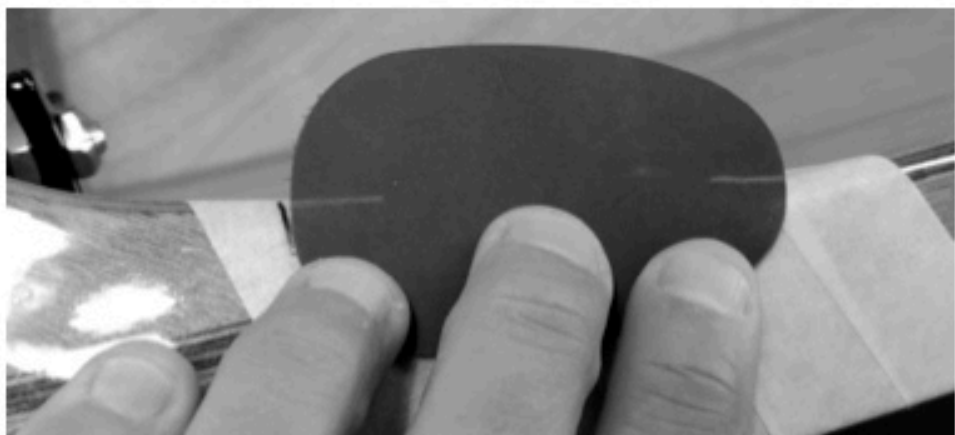
When dry, fold the leather onto the upper surface starting in the middle and working towards the edges. Pull the tape.





The pads that cover the gusset tips are easier to install.

Start by taping off an area larger than the pads as shown and make marks $3\frac{3}{4}$ " aft of the bulkhead face.

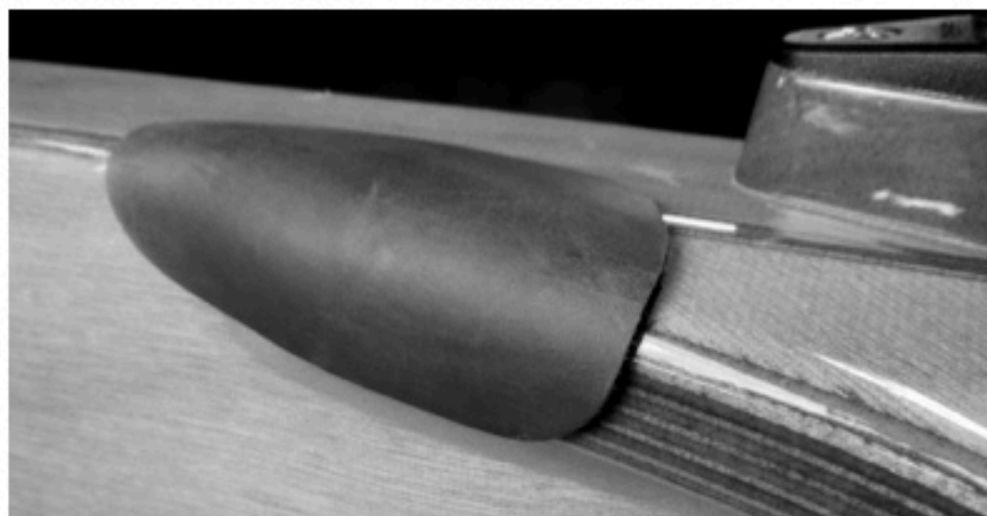


Place the pad over the taped off area with the forward (fat) end touching the $3\frac{3}{4}$ " mark and the centerline marks lined up with the inboard edge of the hull and the inboard edge of the gusset as shown.



Trace around the upper (flat) part of the pad with a pencil and then without shifting the pad, fold it over onto the gusset and trace around it. (how can 10 fingers not be enough?)

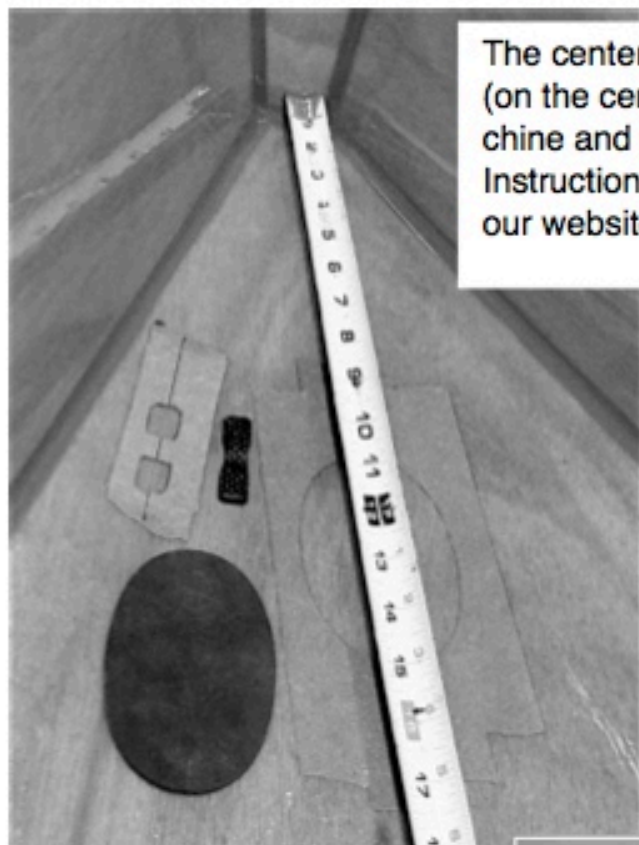
Use an X-Acto® knife to cut at the pencil line and remove the tape from the center.



Check the fits before 3-M scrubbing the areas and gluing (instructions on next page).

Place these pads carefully on the flat upper surface first, and then wrap them over the edge.

POSITIONING THE FOURTH LEATHER PAD AND EYE STRAP, TRUNK CAP TETHER, ETC.

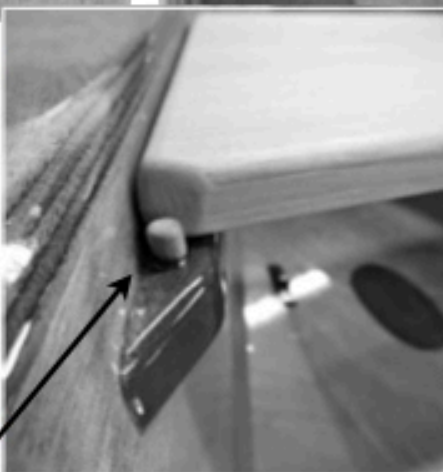


The center of the leather pad is about 12" from the transom (on the center line) and the eyestraps are positioned over the chine and about 11" from the transom. Instructions for gluing the carbon eye straps can be found on our website.



The back seat can slide between the eye strap and the seat cleat. It should wedge snug enough to stay out of your way when nesting. You may need to trim your seat very slightly narrower for this to work.

To keep the seat from sliding forward, we drilled 1/4" holes to a depth of 3/8" for the 5/8" long hardwood dowels to glue into. *See builder's blog online.*



A leash can be added to the trunk cap by drilling an 1/8" hole and gluing in a piece of the line included. The line ties to the special washer (and freaking strong) that is installed under the forward turn dog. **Rotate the washer aft to tie the line on.**



PT 11 USER GUIDELINES

ASSEMBLY AND DISASSEMBLY

This process is fairly intuitive, but please read about how to avoid the possibility of serious damage when disassembling in the water. Also see alignment and hardware maintenance on page 2.

ASSEMBLY ON LAND

When assembling on land, tighten the upper knobs first, then the lower knobs. Threading is easier if someone lifts the bow gently so that the bulkheads meet.

ASSEMBLY IN THE WATER

Kneel well aft of the bulkhead and bring the forward half into position. Hook the alignment clips over the bulkhead and push the forward half down (slowly to avoid water squirting up) with both hands. One hand should be forward on the foredeck to force the bow down. With the other hand, push down on the seat tongue until the alignment clips are seated.

Keep pushing down on the foredeck while tightening the two lower knobs first, then tighten the upper knobs.

DISASSEMBLY IN THE WATER

Kneel well aft of the bulkhead. **Loosen the upper knobs and fully retract. Failure to fully retract the upper fasteners when disassembling in the water could cause serious damage.** Push down on the foredeck while loosening and retracting the lower pins and allow the forward half to float up and free.

CHECK THAT ALL KNOBS ARE TIGHT BEFORE EACH USE.

If you have any problems with the connective hardware, please contact us.

LOADING THE PT 11 FOR ROWING (TRIM)

Slight changes in fore & aft trim will make big changes in how easy (or hard) it is to row.

When rowing solo, sit as far aft on the seat tongue as possible. You will then fit the oarlock placement and the boat will be in level trim, not bow down.

When rowing with two, the rower is using the forward oarlock sockets and foot braces.

If the passenger is heavier than the rower and the boat feels sluggish, have the passenger sit on the floor just forward of the back seat.

When rowing with three, the rower uses the aft sockets as when rowing solo, someone sits near the mast step facing aft, and the third on the back seat.

Four is the same as three, except two would sit side by side on the back seat and the person sitting in the bow would sit as far forward as possible.

STABILITY

The PT 11 develops most of its stability from the after end of the hull. **Avoid climbing in or out of the front end of the boat.** When carrying more than two people, load the forward end of the boat last, and unload it first.

TOWING

Make sure the trunk cap is in place and the knobs are tight before towing your PT 11.

If there's a chance of getting caught in rough weather while towing, tie both ends of a piece of heavy rope (something like a dock line for the mother ship) to the holes in the after corners of the dinghy. This rope can be left in the dinghy. If it gets rough it can be let trail behind as a drogue to make the dinghy behave.

MAINTENANCE

Keeping water out of the wood is the way to make the boat last a long time.

Fix dings that penetrate the fiberglass as soon as possible, even if it's a temporary fix, such as a dab of 5200 or 5 minute epoxy.

ALIGNMENT

If the pins don't want to thread in easily, it could mean that the alignment clips are out of adjustment as happened with two of our prototypes.

File down the epoxy shim (that the alignment clip rides on) with a sanding block on the side that is causing trouble. Do this carefully with fine sandpaper on a sanding block until the pins thread easily.

HARDWARE MAINTENANCE

The threaded sockets and pins must be kept both clean and greased. This is a tall order if you are anywhere near sand, but it's necessary.

The threaded sockets can be cleaned by folding a piece of rag and wrapping it over the tip of a flat-head screwdriver. Wind it into the socket until it stops, and wind it back out. When clean, apply a small amount of grease in the threaded socket.

The threaded tips of the pins can be cleaned by wrapping a rag over the threads and turning the knob.

Removing the pins should rarely be necessary, but here's how: Use two 9/16" wrenches to separate the nuts either side of the knob, remove nuts, knob, and washer and push the pin forward and out.

Clean the grease out of the socket and from the pin.

Apply grease to the shaft of the pins before re-installing.

SAILING

The PT 11 rig is designed to be light and easy to use, **not to be bullet proof.**

Hiking (sitting on the rail and leaning out) is okay for one person to do, but not two.

Sailing with two and having one person hiking and the other sitting inside is okay too, just not two sitting on the rail.

A more complete guide for sailing is coming soon. Watch the videos for set up tips.

(http://ptwatercraft.com/ptwatercraft/PT11_Videos.html) (Youtube channel: ptwatercraft)

There are a few things in the user guidelines that are pretty important for anyone using the boat to know. We now include an abbreviated user guidelines decal (with some safety information) sized to fit inside the hatch lid (you will have to trim the edges as shown for it to fit).

Practice fitting before peeling off the backing. Place as shown and work air from the center outwards.

