

# ***Snark Sailboat Manual***

## ***Wildflower***

*(Discontinued – No Parts Are Available)*

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**815-458-3590**

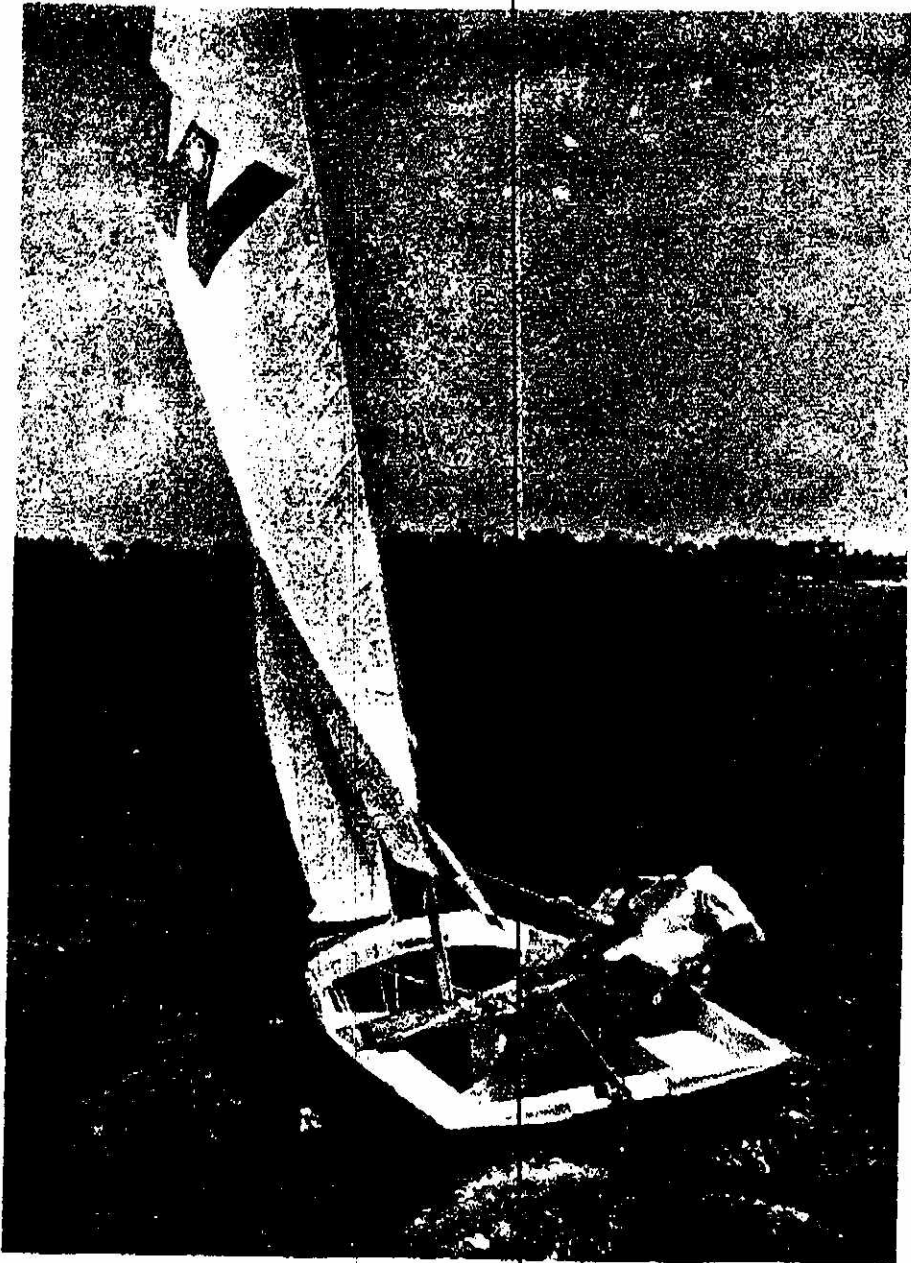
**888-274-8490**

# Wildflower

## OWNER'S MANUAL

MODEL NO.  
10-0050-7

- safety
- assembly
- transportation
- maintenance
- replacement parts



# SNARK

Snark Products Inc.

300 Milik St. Carteret, N. J. 07008 201 / 541-8100

### SPECIFICATIONS

Length.....	11 feet 6 inches	Crew capacity....	515 lbs. (3 adults)
Beam.....	4 Feet 9 inches	Hull material.....	*Corlite
Freeboard.....	19 inches	Mast, boom.....	Anodized aluminum
Sail area.....	82 sq. ft.	Rudder head.....	cast aluminum
Shipping weight.....	210 pounds	Rudder blade.....	extruded aluminum
Hull weight.....	90 pounds	Wood parts.....	varnished mahogany plywood
Outboard Capacity.....	5hp		*Reinforced foam laminate

### IMPORTANT OWNERS RESPONSIBILITY

Be sure to read the following before launching your WILDFLOWER.

### RULES FOR SAFE BOATING

Before operating your WILDFLOWER, read the Snark Sailing Manual carefully and be thoroughly familiar with the rules for safe boating.

Do not overload your boat. Capacities are clearly stated on the CAPACITY INFORMATION PLATE located on the inner transom of your boat. The capacity for this boat has been carefully calculated to afford you the correct capacity for this size craft.

Remember, this is a small boat, and caution must always be used, particularly when operating on open bodies of water where conditions can be unexpectedly severe. Always check the weather bulletins.

Always carry a Coast Guard-approved personal flotation device for each person aboard and check with local authorities for regulations governing registration and operation of your boat. If capsizing should occur, stay with your boat until help arrives. It will not sink and is far easier for rescuers to see than a lone swimmer.

### TOOLS

Assembly of your WILDFLOWER will go more quickly if you have the necessary tools before you begin. You will need one regular screwdriver and two small adjustable wrenches.

### PARTS INVENTORY

You may wish to inventory the parts that were packed with your boat. The Parts Box contains the following:

<u>Part Number</u>	<u>Description</u>	<u>Quantity</u>
0311	Rudder head casting	1
0313	Rudder blade	1
0339	Snark Sailing Manual	1
0605	Lines, bag of	1
0615	Hardware, bag of	1
0836	Owners manual, WILDFLOWER	1

1122	Warranty Card*	1
7502	Daggerboard, complete	1
8049	Battens	2
8058	Sail set, Complete	1
8059	Shroud & Forestay assembly	1
8129	Hiking stick & Tiller	1

\* CAUTION! Failure to complete and return the warranty Card will waive the right to notification of defect and repair at manufacturer's expense under the Federal Boat Safety Act of 1971.

The bag of hardware contains the following:

<u>Part Number</u>	<u>DESCRIPTION</u>	<u>QUANTITY</u>
0314	Bearing washer, 3/8" ID x 3" OD x 1/8" thr. alum.	1
0315	Carr. bolt, pivot 5/16 x 1-1/4 SS	1
0316	Pivot nut 5/16" hexlock nut SS	1
0317	Upper pintle pin	1
0318	Cotter pin 1-1/8 x .058 wire	1
0319	Hiking stick swivel assembly	1
0320	#10 x 1/2" RH self threading screw	2
0323	#10 x 1" hex screw MS SS	1
0324	1/2"-20 x 3" hex screw	2
0325	1/2" flat washer SS	2
0326	Self locking nut 1/2" x 20 SS	2
0327	Ring SM-264-1	1
0329	1/2"-20 x 2 1/2" FH screw	1
0330	Wing nut 1/2" x 20 SS	1
0332	Oarlock horn	2
0333	Foam Washer 9" OD x 1/8" thr.	1
0334	Cleat, nylon	4
0606	Shackle w/clevis pin	1
0607	Clamcleat	2
0608	Fairlead	2
0609	#6 x 1" RHA screw SS	4
0610	#10 x 1" OHA screw SS	4
0611	Cotter ring	1
0612	Clevis pin	1
0816	Shroud adjuster	3
0817	#8 x 7/8 OH Screw	8
0818	Downhaul tube, aluminum	1
0913	Nut #10-32 HLN SS	1

**NOTE:** Study Figure 1 to familiarize yourself with the location of parts referred to in the assembly instructions. In the instructions, "right" and "left" and "forward" and "aft" directions can be determined by assuming you are sitting in the boat, facing forward.

### ASSEMBLY

#### 1. RUDDER AND TILLER. (Figure 2)

A. Locate the following parts in the bag of hardware:

- Upper pintle (1)
- 2½ flathead screw (2)
- Wing nut (3)

B. Insert flathead screw through upper pintle fitting and then through the transom bracket (9) at the cut-out. Install wing nut and tighten.

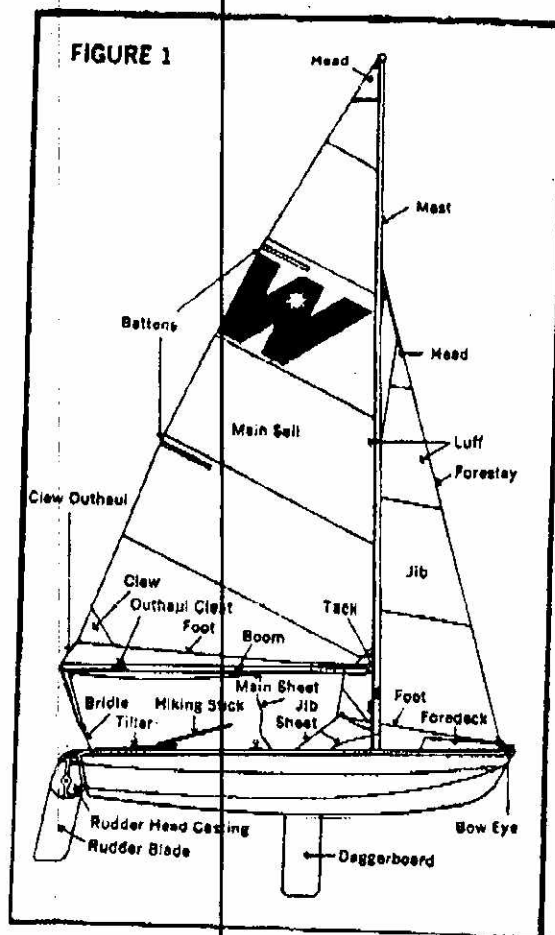
C. Hang the eyes of the rudder head (4) on the rudder pintles (1 & 5) mounted on the transom of the boat. Note position of the rudder head in Figure 2.

D. Locate the following parts in the bag of hardware:

- 5/16 Pivot bolt (11)
- Foam washer (12)
- Bearing washer (14)
- 5/16 Pivot nut (15)
- Cotter pin (10)

E. Secure rudder head in place by inserting cotter pin through the small hole in the upper pintle.

F. Assemble the rudder by pushing the pivot bolt (11) into the square hole of the rudder head then putting on the foam washer (12), rudder blade (13), large bearing washer (14), and locking with the nut (15) in a manner that the rudder is able to turn upward should it run aground while sailing. It should be tightened enough that about five pounds pressure is necessary to move it up or down. Note position of rudder blade in Figure 2.

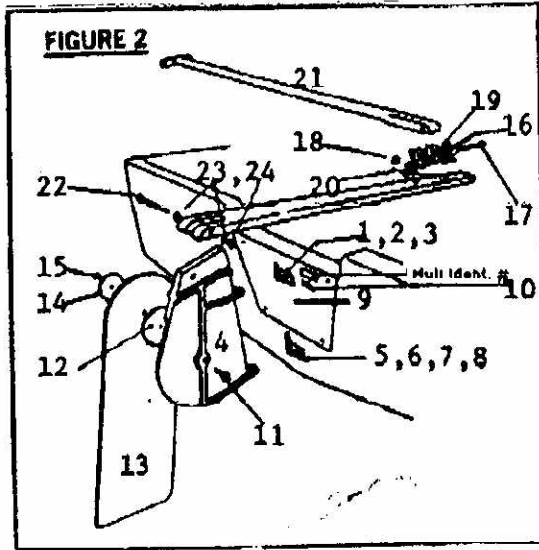


G. Locate the following parts in the bag of hardware:

- Hiking stick swivel assembly (16)
- One #10 x 1" hex screw (17)
- One #10-32 Hex lock nut (18)
- Two #10 x 1/2" round head self-threading screws (19)

H. Attach hiking stick swivel assembly to top of tiller (20) at the two small pre-drilled holes with the two self-threading screws.

I. Attach hiking stick (21) to the swivel assembly (16) with the hex screw (17) and the hex lock nut (18).



J. Locate the following parts in the bag of hardware:

- One 1/4-20 x 3" hex screw (22)
- Two 1/4" Flat washers (23)
- One 1/4-20 Self locking nut (24)

K. Attach tiller to rudder head using the screw, washers and nut. Tighten nut so that tiller can be moved up or down with moderate resistance.

2. LINES

A. Your WILDFLOWER is supplied with a bag of various lengths of lines, which may or may not be labeled, depending upon the date of production.

B. If the lines are not labeled, they may be identified by the following chart:

<u>Length</u>	<u>Description</u>
40'	Main Halyard
34'	Main Sheet
26'	Jib Halyard
17'	Jib Sheet
6'	Outhaul
2 1/2'	Bridle
2'	Downhaul

C. Assembly instructions throughout this manual will explain when and where to use the various lines.

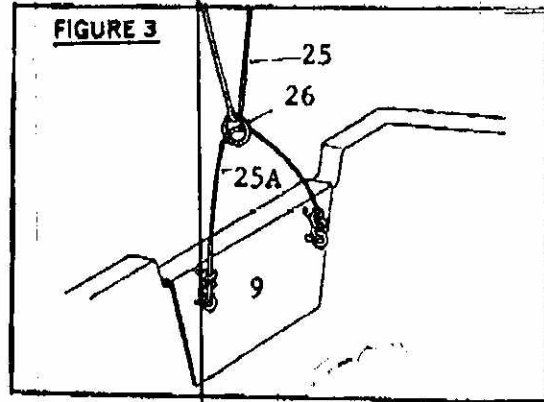
3. BRIDLE (Figure 3)

A. Locate the 2½ line (it may be labeled BRIDLE) in the bag of lines.

B. Tie one end of this line to one eye on the transom bracket (9). Observe method of tying the knot as shown in Figure 3.

C. From the bag of hardware, take the stainless steel bridle ring (26) and slide it over the free end of the bridle line (25a).

D. Making sure the line passes over the tiller (20), tie the free end to the other eye on the transom bracket.



4. MAST (Figure 4)

A. The mast (27 & 38) is shipped in two sections. Lay the two sections on the ground end-to-end with the sail slot in both sections facing the same direction and the wedge-shaped bayonet connectors (29) (also known as, splices) facing each other.

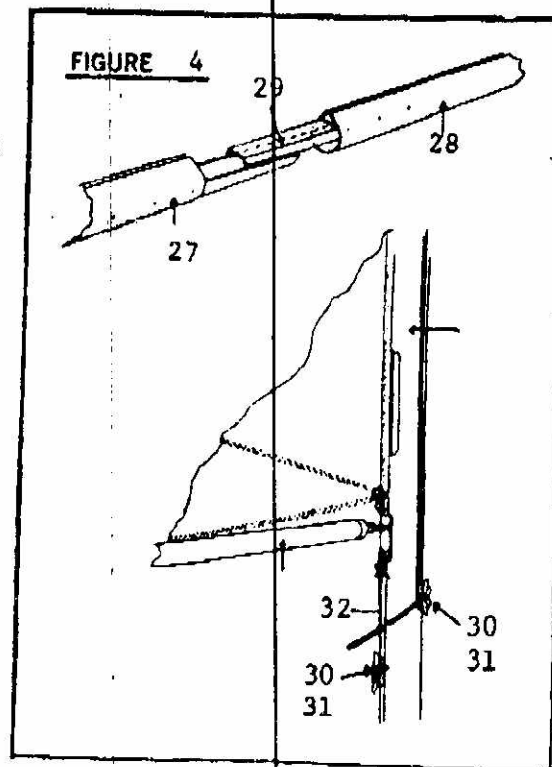
B. Slide the mast sections together at the bayonet connectors until the two sections firmly meet. Both sail slots should be aligned perfectly.

C. Locate the following parts in the bag of hardware:

- Four cleats (30)
- Eight #8 x 7/8" Oval head screws

D. Assume the mast is lying on the ground with the sail slot facing you and the wide opening in the sail slot is to your left. You will observe a pair of pre-drilled holes to the left of the large opening in the slot but facing up. Install one cleat (30) using two of the oval head screws (31) at this pair of holes. This will be your left-hand jib halyard cleat.

E. Turn the mast over so that the slot is facing away from you. You will see two pairs of pre-drilled holes facing up (to the left of the large opening in the sail slot). In the pair of holes nearest the slot,



Install a cleat using two oval head screws in the same manner as above. This will be your right-hand main halyard cleat.

F. Locate the  $\frac{1}{2}$ " x 6" predrilled aluminum downhaul tube (32) in the bag of hardware. Install one cleat using two oval head screws, but do not tighten.

G. Turn the mast over so that the sail slot is facing you. Insert the aluminum tube into the enlarged opening of the slot with the longer end of the tube to your left.

H. Slide the tube with the cleat partially installed down the narrow opening to your left until the cleat is about 15" to 18" to the left of the left-hand side of the enlarged sail slot opening. Tighten the screws until the cleat is securely attached to the aluminum tube locking it in place. This will be your Mainsail downhaul cleat.

#### 5. MAST SHROUDS. (Figures 5 & 6)

A. Locate the two side shrouds (33) and the forestay (34) in the parts box. The shrouds are the wires with stainless steel strips at one end (tang) and loops at the other end. The remaining wire is the forestay which has a loop and a pulley block on one end and a single loop at the other end.

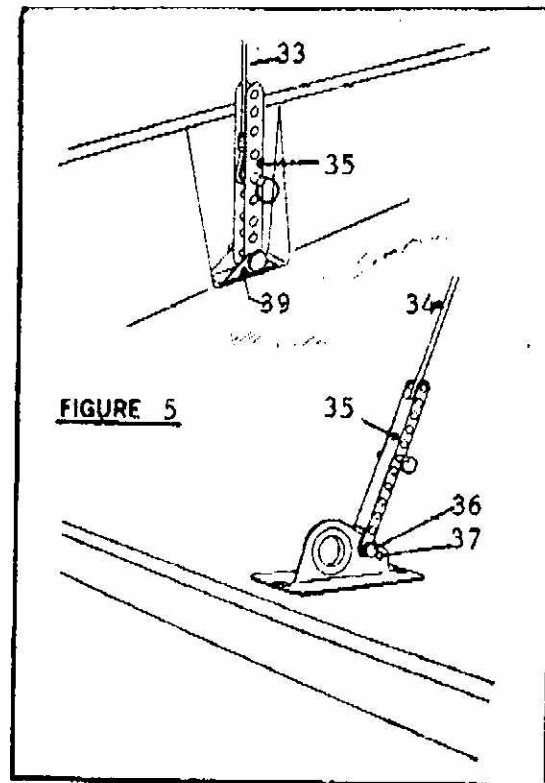
B. Raise the upper mast section off the ground and brace it into a firm working position; have the sail slot facing away from you. You will observe a large hole in the mast facing you. On the top and bottom you will also observe two more holes slightly to the right of the large hole (one on each side).

C. Locate the  $2\frac{3}{4}$ " hex head bolt and a  $\frac{1}{4}$ " x 20 self locking nut in the bag of hardware.

D. Insert the loop of the forestay (the end which bears the pulley block) through the large hole at the front of the mast until you can observe (through the smaller hole on top) the loop entering the mast. Figure 6.

E. Before installing the side shrouds on the mast, note the bend in the stainless steel strips (tang). When tightened to the mast, they will be in a position bent away from the mast and directly to your left.

F. Insert the bolt through one tang of a side shroud wire and into the bottom hole on the mast.





G. Looking down through the top hole, ensure that the loop of the forestay is properly aligned to allow the bolt to pass through it. Push the bolt up until it comes out the top hole. Pull on the forestay wire to ensure that the bolt is through the loop.

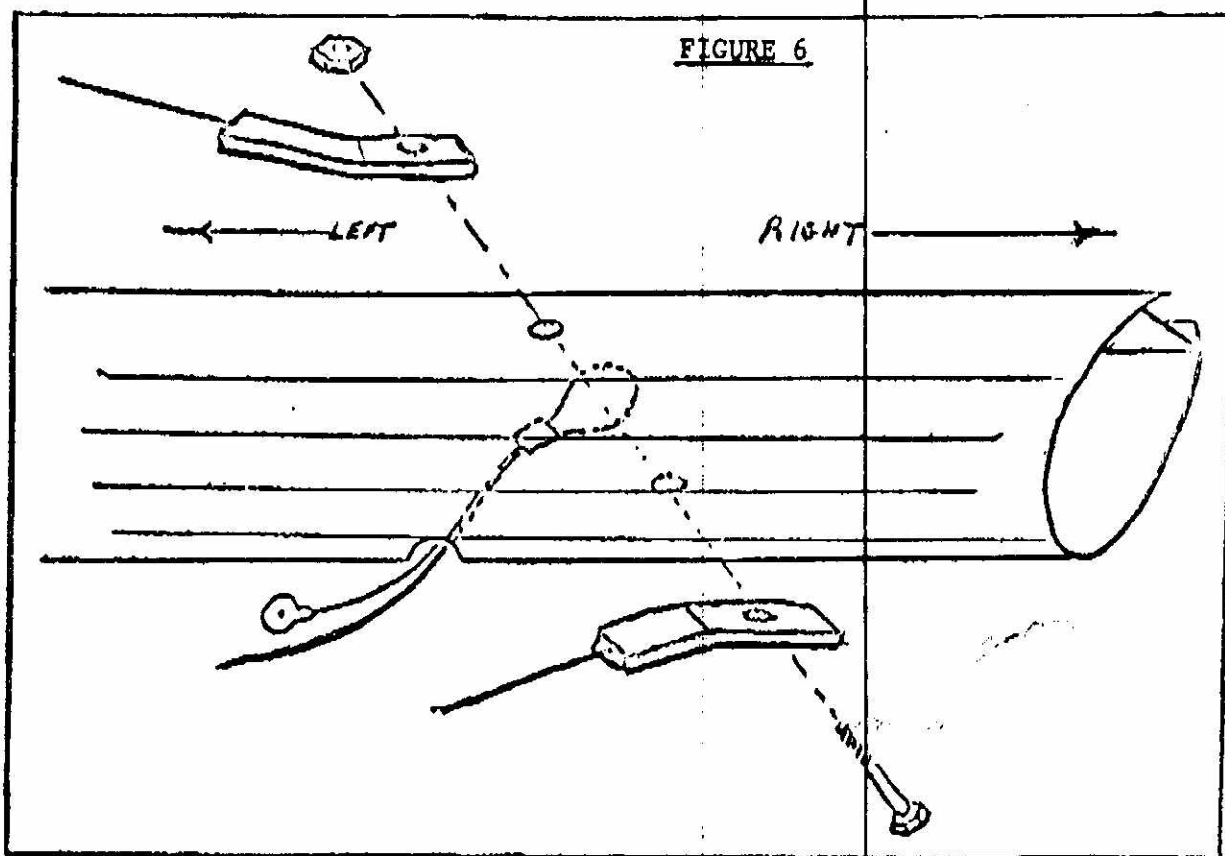
H. Install the tang of the remaining shroud wire and install the self locking nut. Ensure that tangs are properly positioned; then tighten the nut.

I. Locate the three shroud adjusters (35) in the bag of hardware.

J. Remove the clevis pins and cotter rings from two of the shroud adjusters. Insert the loop of one shroud wire in the adjuster to a position of about half-way down. Re-insert the clevis pin and cotter ring. See Figure 5.

K. Repeat the above for the remaining shroud wire.

L. Remove the clevis pin and cotter ring from the remaining shroud adjuster. Insert the loop of the forestay wire in the adjuster to a position of about half-way down. Re-insert the clevis pin and cotter ring. See Figure 5.



## 6. SPINNAKER KIT

A. If a Spinnaker Kit was packed with your boat, it can be quickly identified as the round corrugated tube of parts packed adjacent to the box of parts.

B. If a Spinnaker Kit was packed with your boat, it will be necessary to proceed directly to the Assembly Instructions for the Spinnaker before continuing with the WILDFLOWER assembly.

C. If a Spinnaker Kit was not packed with your boat, proceed directly to Paragraph 7.

## 7. SETTING UP THE MAST      Figure 5

A. Locate the 40' line (it may be labeled MAIN HALYARD), in the bag of lines.

B. With the sail slot facing you, pass the line through the pulleys on the mast (far right end) and pull both ends until they are even. Tie both ends to the lower left cleat closest to the enlarged opening in the sail slot.

C. Locate the 26' line (it may be labeled JIB HALYARD), in the bag of lines.

D. With the sail slot facing you, pass the line through the pulley block on the forestay wire and pull both ends until they are even. Tie both ends of this line to the upper left cleat near the enlarged opening in the sail slot.

E. Locate the clevis pin (36) and cotter ring (37) in the parts bag.

NOTE: IT REQUIRES TWO PEOPLE TO SET UP THE MAST.

F. Lay the mast lengthwise on the boat with the lower (open) end resting on the center seat.

G. With one person in the boat facing "aft" towards the transom, have the second person "walk" the mast into an upright position, starting from the masthead and moving toward the boat. The person in the boat should guide the lower end of the mast toward the mast socket installed in the bottom of the boat.

H. When the mast is fully straight up and down, drop it straight down on to the mast socket making sure it is seated firmly.

I. As one person steadies the mast, the second should attach the side shrouds to the shroud plate fittings installed on the inside of the boat forward of the center seat. See Figure 5.

CAUTION! In attaching the side shrouds, make sure the securing pin passes through both holes of the shroud adjuster and both holes of the shroud plate fitting. Once this is done, the pin should be rotated to lock it in place.

J. When both side shrouds are secure, attach the forestay shroud adjuster to the small hole adjacent to large hole in bow eye fitting using the clevis pin and cotter ring as shown in Figure 5.

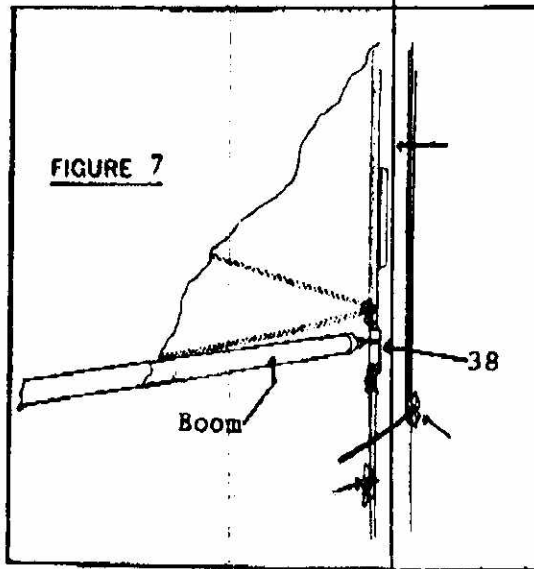
8. BOOM. (Figure 7)

A. Attach the cleat with two oval head screws on the boom (at the location of the two pre-drilled holes).

B. Attach the boom to the mast by inserting the gooseneck fitting (38) into the sail slot at the enlarged opening and pulling down. Ensure the "S" hook is on top.

C. Locate the 2' line (it may be labeled DOWNHAUL) in the bag of lines.

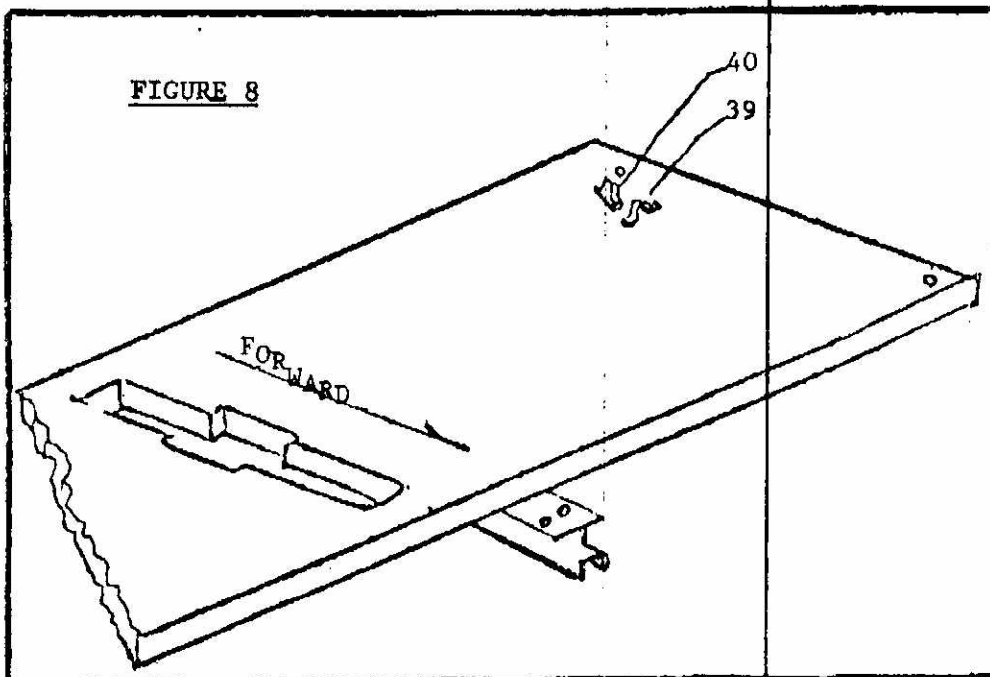
D. Attach this line to the "eye" on the bottom of the gooseneck fitting. Leave the remaining end of this line free. This line will be your Boom Downhaul line.



9. CLAMCLEATS AND FAIRLEADS. (Figure 8)

A. Locate the following parts in the bag of hardware.

- Two fairleads (39)
- Two clamcleats (40)
- Four 1" round head screws
- Four 7/8" oval head screws



B. Install fairleads with round head screws into pre-punched holes on each side of center seat as shown in Figure 8.

C. Install the clamcleats with oval head screws into pre-punched holes on each side of center seat as shown in Figure 8. The clamcleats must be installed in such a way that the large raised portion is toward the "aft" section of the boat.

#### 10. MAINSAIL ASSEMBLY. (Figure 9)

A. Remove the Mainsail (41) marked "W-F-M" from the sailbag and spread it out.

B. The mainsail has two batten pockets on the aft edge. Insert one batten (42) in to each pocket by pushing it in and downward.

C. Uncleat the main Halyard and locate the end that comes out of the aft masthead block.

D. Tie this end of the main halyard to the grommet at the head of the mainsail.

E. Another grommet is located at the point where the forward edge and foot of the sail make a right angle. Attach this to the "S" hook on the gooseneck (38). Fig. 7

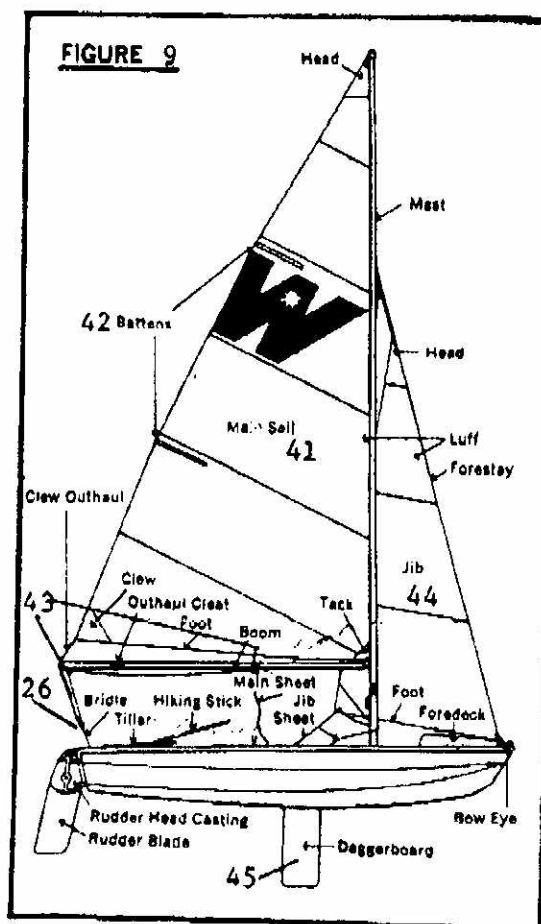
F. Starting from the point where the main halyard is connected to the sail, feed the forward edge of the sail into the enlarged sail slot opening. Pull on the free end of the halyard to raise the sail as you feed it into the slot.

G. When the mainsail is fully raised, tie the halyard to the cleat (closest to the enlarged sail slot opening) on the right side of the mast.

H. Pull down on the boom where it meets the mast and tie the free end of the DOWNHAUL line to the cleat on the aft side of the mast.

I. Locate the 6' line (it may be labeled OUTHAUL) in the bag of lines.

J. Tie the Outhaul line to the grommet on the "clew" (or trailing edge) of the sail.



K. Pass the free end of the outhaul line through the upper eye at the end of the boom, and tie to the cleat mounted on the boom.

11. MAIN SHEET. (Figure 9)

A. Locate the 34' line (it may be labeled MAIN SHEET), in the bag of lines. Tie one end of this line to the lower eye at the end of the boom.

B. Pass the free end of this line through the bridle ring (26), through the aft pulley block (43) then through the forward pulley block on the boom. Tie a figure-8 knot in the end of the line to prevent the line from slipping out of the blocks.

C. Until the boat is fully assembled and to prevent any possible injuries due to gusts of wind moving the sail assembly around, tie the sheet to the bridle in a way to minimize movement of sail and boom.

D. To avoid having the boat turned over by strong winds, point the bow toward the on-coming wind.

12. JIB SAIL ASSEMBLY. (Figure 9)

A. Remove the remaining sail (44) from the sail bag. This is the Jib Sail and is marked "W-F-J".

B. Uncleat the jib halyard and tie the end that is coming out the forward side of the pulley block to the grommet on the jib sail's head.

C. Locate the shackle with clevis pin, in the bag of hardware.

D. Remove cotter ring and clevis pin from the shackle. Pass the shackle through the "tack" grommet of the jib sail and position at the aftmost small hole on the bow eye fitting. After all holes are aligned, re-insert the clevis pin and the cotter ring.

E. Starting with the lowermost jib hook, snap all of them onto the forestay wire by turning them 90° to slide them on and returning them into original position.

F. Pull jib halyard to raise the jib sail. After the jib sail is fully raised, tie the halyard to the cleat on the left side of the mast.

13. JIB SHEET. (Figure 9)

A. Locate the 17' line (it may be labeled JIB SHEET), in the bag of lines.

B. Tie the centerpoint of the jib sheet to the "clew" grommet of the jib sail.

C. Pass one part of the line around left side of mast but inside the left shroud wire. Pass this line through the left fairlead and seat in the left clam-cleat.

The Corlite construction is exceptionally strong, but like all other boat construction materials, it is not indestructable. Your sailboat will absorb impact exceptionally well. However, severe localized impact can cause a fracture. (It is improbable that the fracture would affect more than the impacted skin and the adjacent EPS foam core.)

CAUTION: If The ABS skin is fractured and the EPS foam core exposed, gasoline spillage will cause damage. Repairs to the exposed area should be made immediately using the Snark Corlite Repair Kit.

YOUR SAIL: Sails must be completely clean and dry prior to storing for the season so that moisture and mildew will not build up inside the sail and deteriorate the fabric. A mild detergent may be used for washing the sail.

HOW TO ORDER REPLACEMENT PARTS: Parts listed may be ordered directly from SNARK PRODUCTS or any authorized SNARK SERVICE CENTER. Retail prices are available upon request. For further information, contact CUSTOMER SERVICE DEPARTMENT, SNARK PRODUCTS. When ordering parts, always give the following information: Model of boat, Complete Hull Identification Number, Part Number, and Description of part.

**SNARK**  
The sail-away fleet

K. Pass the free end of the outhaul line through the upper eye at the end of the boom, and tie to the cleat mounted on the boom.

11. MAIN SHEET. (Figure 9)

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B. Pass the free end of this line through the bridle ring (26), through the aft pulley block (43) then through the forward pulley block on the boom. Tie a figure-8 knot in the end of the line to prevent the line from slipping out of the blocks.

C. Until the boat is fully assembled and to prevent any possible injuries due to gusts of wind moving the sail assembly around, tie the sheet to the bridle in a way to minimize movement of sail and boom.

D. To avoid having the boat turned over by strong winds, point the bow toward the on-coming wind.

12. JIB SAIL ASSEMBLY. (Figure 9)

A. Remove the remaining sail (44) from the sail bag. This is the Jib Sail and is marked "W-F-J".

B. Uncleat the jib halyard and tie the end that is coming out the forward side of the pulley block to the grommet on the jib sail's head.

C. Locate the shackle with clevis pin, in the bag of hardware.

D. Remove cotter ring and clevis pin from the shackle. Pass the shackle through the "tack" grommet of the jib sail and position at the aftmost small hole on the bow eye fitting. After all holes are aligned, re-insert the clevis pin and the cotter ring.

E. Starting with the lowermost jib hook, snap all of them onto the forestay wire by turning them 90° to slide them on and returning them into original position.

F. Pull jib halyard to raise the jib sail. After the jib sail is fully raised, tie the halyard to the cleat on the left side of the mast.

13. JIB SHEET. (Figure 9)

A. Locate the 17' line (it may be labeled JIB SHEET), in the bag of lines.

B. Tie the centerpoint of the jib sheet to the "clew" grommet of the jib sail.

C. Pass one part of the line around left side of mast but inside the left shroud wire. Pass this line through the left fairlead and seat in the left clam-cleat.

D. Pass the other part of the line around the right side of mast but inside the right shroud wire. Pass this line through the right fairlead and seat in the right clamcleat.

E. To prevent the lines from slipping through the fairleads after installation, tie a figure-8 knot in each end.

#### 14. SPINNAKER (Continued)

A. If a Spinnaker kit was included with this boat, complete installation as per Spinnaker Assembly Manual.

#### 15. DAGGERBOARD

A. Insert the daggerboard (45) into the daggerboard trunk and you are ready to sail.

NOTE: When sailing your WILDFLOWER in shallow water; or launching or beaching your boat, raise the daggerboard to prevent grounding and possible damage.

#### 16. OPTIONS

A. To use the oarlock horns just press them down firmly into the holes provided on each side of the boat.

B. To install a motor, it will first be necessary to remove the complete rudder assembly and the upper pintle pin.

### TRANSPORTING YOUR WILDFLOWER

Transporting any boat on a cartop carrier places considerable stress on the hull unless properly supported. Care must be used in adjusting straps, cables, and clamps to prevent excessive pressure on the boat.

The boat should rest inverted on its gunwales. Padding may be placed between the gunwales and the cartop carrier to prevent chaffing. In addition to securing the boat to the cartop carrier, the bow and stern should be tied to prevent away or other movement.

### MAINTENANCE

YOUR BOAT: To minimize needless wear and excessive scratching, avoid dragging your boat over abrasive surfaces such as concrete launching ramps, coral, rocky beaches, garage floors, etc.

Cleaning your sailboat is easily accomplished with soap, water and a brush. Commercially prepared cleaners have been found to be a very good medium for normal cleaning. Avoid strong detergents, alkalis and organic solvents. Sun tan oils, cosmetics, and grease should be removed promptly to avoid permanent stains.