

Welcome..... 2

Specifications 3

Capsize Recovery 4

Safety..... 5

Warranty 6

***Information about rigging and sailing your new Bongo
can be found in our Rigging Manual.***

***Please let us know how we can improve this manual and what you
would like to see included in future versions. You can contact us
at www.sailabongo.com, or phone us with your urgent questions:
401.481.3811. We hope you enjoy your new Bongo!***

for more information, email us at info@sailabongo.com



Welcome

Thank you for purchasing the Bongo! I am sure you will be please with the excellent construction and fun performance. I hope your new Bongo brings you many years of fun sailing.

Please remember to always be safe when using the Bongo. Obey your local and national laws and seek training to keep your sailing experience a safe one. Always wear proper flotation/clothing to keep you warm and dry while out on the water. Inspect you boat before and after every use to check for worn items. Have a qualified technician replace worn items, check all compartments for water, and make sure the boat is sealed properly before going on the water.

In the following pages we will help you set up your Bongo for safe sailing and go over some basic sailing techniques.

Builder

Abbott Boats, Inc.
1458 London Road
Sarnia, Ontario CANADA

Designer

PC Sailing
P.O. Box 139
Jamestown, RI USA

European Importer

Speedgoat gmbh
1534 Sassel
SWITZERLAND

Hull ID

You Hull Identification number is located on the transom cross brace. The number can be recognized by: (Example number for hull #34 built January 2005) ZBLBG034A505.

I declare that the Bongo "The Sport Boat for One" complies with the following standard:

DECLARATION OF CONFORMITY TO DIRECTIVE 94/25/EC Category D

Bill Abbott, Abbott Boats, Inc.

Date

for more information, email us at info@sailabongo.com



Bongo Specifications

	Feet/Pounds	Meters/KG
Length Overall	15'-2"	4.62 m
Length Waterline	15'-0"	4.57 m
Max Beam	6'-6"	1.98 m
Waterline Beam	3'-0"	0.91 m
Draft	3'-11"	1.19 m
Pole Length	3'-6"	1.07 m
Displacement	415 fully rigged	189.24 kg
Ballast	100 lbs	45.6 kg
Sail Area Main	112 sq-ft	10.40 m ²
1 st Reef	87 sq-ft	8.08 m ²
2 nd Reef	72 sq-ft	6.69 m ²
Spinnaker	147 sq-ft	13.66 m ²
Jib	19 sq-ft	1.77 m ²
Total Crew Weight	120-300 lbs	55-137 kg

Design Category Directive 94/25/E

Category is D

Sheltered Waters: Designed for voyages on small lakes, rivers, and canals where conditions up to, and including, wind force 4 and significant wave heights up to and including, 0.5m may be experienced.

Manufacturers' Maximum Recommended Load

Maximum Crew	2 crew (165lb each)	2 crew (75 kg each)
Maximum Gear	20 lbs	9 kg
Maximum recommended Load For crew and gear	350 lbs	160 kg
Minimum Crew Weight-for capsize recovery	110 lbs	50 kg

Openings in the Hull:

Make sure both inspection ports under the fore deck and the drain plug in the transom are closed tight when you launch the Bongo. This will keep the two water tight compartments sealed when sailing. When you store the Bongo on shore and for transporting on the trailer open the starboard aft inspection port and the transom drain plug and put the two in the starboard line bag for storage. At this time inspect the boat for water in both compartments. If water is found remove and find the leak by doing a bulb test on all fittings and seams.



Bongo Capsize Recovery

The Bongo comes standard with the carbon fin and 100 lb (44.6 kg) lead bulb through bolted and bonded to the fin. While sailing the fin **must** be secured (with supplied I-beams and fasteners) in the down position at all times. For more detail see launching your Bongo in the rigging section of the manual.

In case of capsize release all sheets and remain on the high side of the boat by supporting your weight on the weather foot chock and holding onto the weather rolled rail. This should right the Bongo due to the righting moment of the lead bulb on the bottom of the fin. If you are in large waves and high winds you might have to step over the rail and stand on the keel fin. When going to stand on the keel fin make sure you have a good hold of the boat so it will not get away from you when the boat rights. The best way to go onto the fin is by going over the rail at the back side of the coach roof. The boat is narrower here and you have the shrouds, back side of the coach roof to hold onto in rough conditions for re-entry. You must climb back into the cockpit as soon as the boat starts to right (45 degrees of heel).

When the Bongo has righted and you are in the cockpit, drop the spinnaker if needed and take off sailing again. The cockpit is self draining so you will not have to bail water out when you are back upright.

Always check both compartments when back on shore for water after capsizing.

Important for capsize recovery

1. Capsize recovery will be hindered if water is in either compartment.
2. The crew must be properly trained in capsize recovery.
3. Capsize recovery should be practiced in calm water with a rescue boat on hand until you are very comfortable and capable at recovery in all conditions.
4. Capsize recovery can be hindered if the boat has been modified from its original specifications.
5. You should always have the top of the rig pointing down wind when starting a capsize recovery.
6. Capsize recovery can be hindered if the water tight compartments have been punctured. Always inspect the integrity of the water tight compartments.



Bongo Safety

Crew Recovery

If you do sail the Bongo with a crew of two you might have to recover a crew member from the water. If so drop the spinnaker if hoisted, roll up the jib and place the boat just downwind of the person in the water. The person in the water should climb aboard at the transom. This give a hand hold on the cross member and the cockpit sole is close to the water.

Towing the Bongo

If you need to tow the Bongo you can tie the tow line around the mast at the deck or to the eye on the stem above the pole. Use line that is designed for towing. While towing you should have all sails down and furled. The main sail and boom should be placed down in the cockpit so you have full range of steering with the tiller. Never tow the boat without a person on the tiller.

Anchoring the Bongo

If you need to anchor the Bongo tie the anchor line around the mast at the deck or to the eye on the stem above the pole. Never leave the boat without crew while it is anchored. Use line that is designed for anchoring.

Important:

1. The Bongo is not designed to be left on a mooring.
2. Seek training in man overboard, towing, anchoring, and all safety measures that may arrive while on the water. This will make your sailing experience more enjoyable.



Warranty

for more information, email us at info@sailabongo.com

