

MAVERICK™

Water Sport Board Formula



RIGGING MANUAL

1. Glossary/Useful Terminology
2. Parts of the Maverick
3. SAIL – “Dinghy Style”
4. SUS – “Stand Up Sailing”
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8. Care, Maintenance and Service
9. CE Certification

Before rigging your Maverick, read and familiarize yourself with the rigging manual. Failure to adhere to the following guidelines could invalidate your warranty.



WARNING: Please check the transom drain bung is closed securely by turning it in a clockwise direction until hand tight.

1. Glossary/Useful Terminology

HULL

Nose:	Front of the board
Painter:	Rope from the nose of the board used for towing or tying the board to a jetty, buoy or trolley
Tail:	Back of the board
Fore:	Forward
Aft:	Rearward
Mast Step:	Integral tube where the mast heel/foot of the mast locates
Rail:	Upper/outermost edge of a board
Port:	Left side of the board when looking forward
Starboard:	Right side of the board when looking forward
Leeward:	Direction away from the wind
Windward:	Direction from which the wind is coming
Gudgeon:	Fitting on the tail of the board used to hang the rudder

SPARS

Mast:	Main vertical spar supporting the rig/sail
Mast Heel:	Lower edge/foot of the mast
Boom:	Spar at the bottom of the mainsail
Outhaul:	Purchase system on the boom for tightening the lower edge/foot of the sail
Vang:	Purchase system for tightening the rear/aft edge (leech) of the sail
Cunningham:	Purchase system for tightening the forward edge/luff of the sail
Sheet:	Rope for controlling the inward/outward position of the mainsail

FOILS

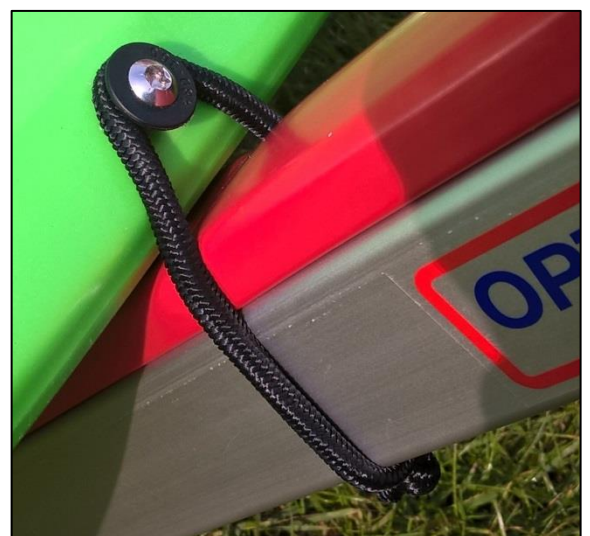
Daggerboard:	Blade found in the middle of the board used to counteract leeward slippage
Rudder:	Blade found at the back of the board used for steering
Pintle:	The male part (pin) of the rudder hanging system

SAILS

Mainsail:	Sail aft/rearward of the mast
Tack:	Forward lower corner of a sail
Clew:	Rear lower corner of a sail
Head:	Upper corner of sail
Leach:	Rear edge of the sail
Luff:	Forward edge of the sail
Foot:	Bottom edge of the sail
Batten:	A stiffening strip in the sail to support the leach

Trolley -

TOP TIP: Your Maverick Water Sports Board is supplied with a nose button which interfaces directly with the elastic arrangement on the forward arm of genuine Maverick World trollies – [The use of this arrangement significantly improves trolley retention and prevents your Maverick from harm!](#)





TOP TIP: Genuine Maverick World trolleys have sufficient ground clearance to ensure the trolley can still be used effectively with the genuine Maverick World WINDSURF/SUP fin fitted.

Top Cover -

TOP TIP: To reduce “waterlogging” while in storage, genuine Maverick World covers are designed for use with the inflatable tubes either deflated or removed from their tracks completely.

TOP TIP: Genuine Maverick World covers can also be used on the underside of your board when upside-down on the roof of your vehicle in transit or when in storage!

2. Parts of the Maverick

Unpack your Maverick and check you have all the required components.

Your Maverick comes in the following component parts:

1. HULL COMPLETE –
2. SAIL –
3. SPAR KIT –
4. FOIL/VANG KIT –
5. INFLATABLE TUBES –
6. PUMP -



Rope Pack (Supplied as part of Foil/Vang kit)

- | | | |
|----|--------------------------|------------------------|
| 1. | MAINSHEET – | 7mm Navy/White (7.5m) |
| 2. | DAGGERBOARD SHOCK CORD – | 5mm Black (1.2m) |
| 3. | CUNINGHAM CONTROL LINE – | 4mm Grey/Black (0.75m) |
| 4. | TUBE TIE (X4) - | 4mm Grey/Black (0.4m) |

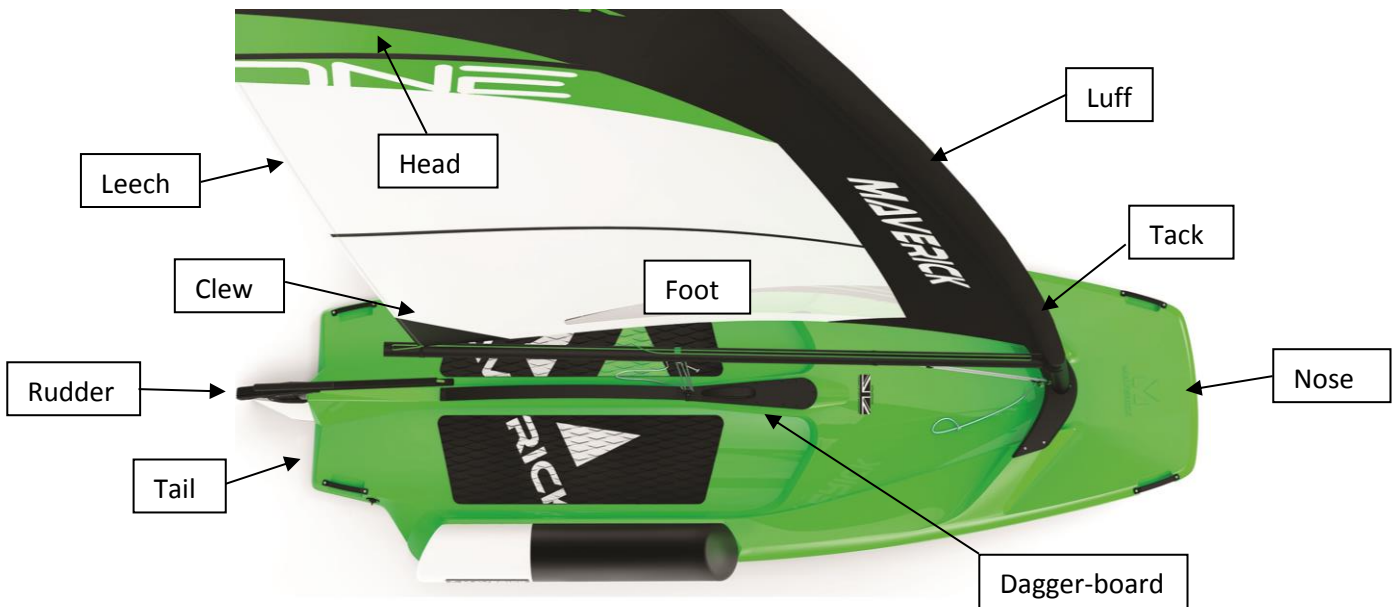
Block Pack (Supplied as part of Foil/Vang kit)

1. SISTER CLIPS (X2)
2. MAINSHEET AUTO RATCHET BLOCK
3. MAINSHEET DOUBLE BLOCK
4. SNAP SHACKLE



Vang Pack (Supplied as part of Foil/Vang kit)

1. VANG CONTROL LINE – 5mm Grey/Black (2.8m)
2. LOWER BLOCK & HOOK
3. UPPER BLOCK & SHACKLE



3. SAIL – “Dinghy Style”

If only purchased and considered a “DINGHY” Maverick exhibits class leading stability, safety, comfort and performance. Put simply, there is no more capable rotor moulded product on the market at Mavericks size and weight!

Portsmouth/Great Lakes yardstick numbers for racing -

- Any sail configuration – 1345



If you intend to race your Maverick you will need to attach sail numbers. These can be supplied by a local chandlery although their positioning is important!

- Identify the sail number of your Maverick by referring to the sail number plaque.

WARNING: Compliant positioning of sail numbers is defined by the racing rules of sailing as enclosed:

Sail Number Positioning –

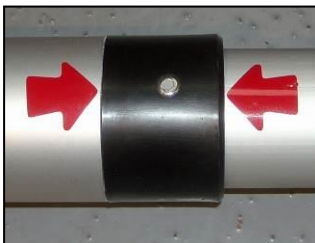
TOP TIP: The numbers on the starboard side of a sail are always higher than those on the port!

1. Lay the sail on a flat surface port side up.
2. Draw a faint “base” line 350mm below & parallel to the mainsails flow stripe.
3. Measure 70 mm forward of the leech and draw a faint pencil line 90 degrees to the “base” line.
4. Position the port sail numbers starting with the last digit placed squarely on both previous lines drawn.
5. Continue to position the remaining numbers 60mm apart.
6. Turn the sail over and draw a faint “base” line on the starboard side of the sail 50mm above & parallel to the mainsails flow stripe.
7. Measure 70 mm forward of the leech and draw a faint pencil line 90 degrees to the new “base” line.
8. Position the starboard sail numbers starting with the first digit placed squarely on both previous lines drawn.
9. Continue to position the starboard sail numbers 60mm apart.

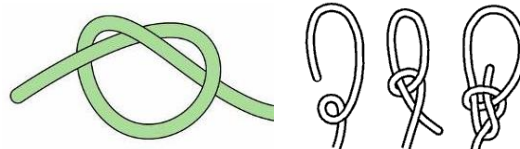


Rigging the Mast and Cunningham -

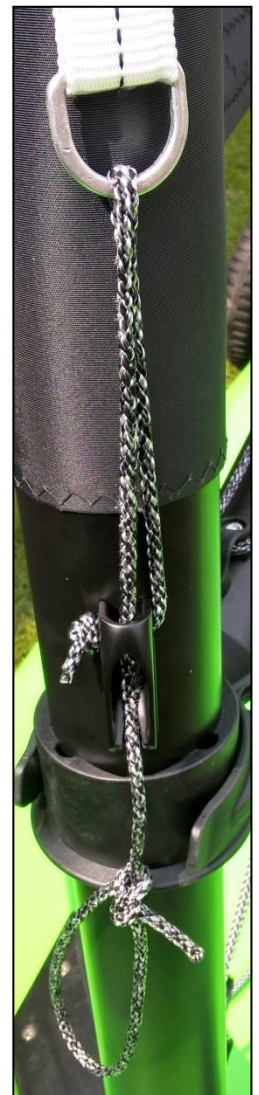
1. Insert the upper mast into the lower mast, making sure the red arrows align.



TOP TIP: Electrical taping over the mast joint prevents sand and water ingress which aids the ease of righting after capsize. It also keeps the red arrows correctly aligned and makes it easier to withdraw the mast from the sail upon de rigging!



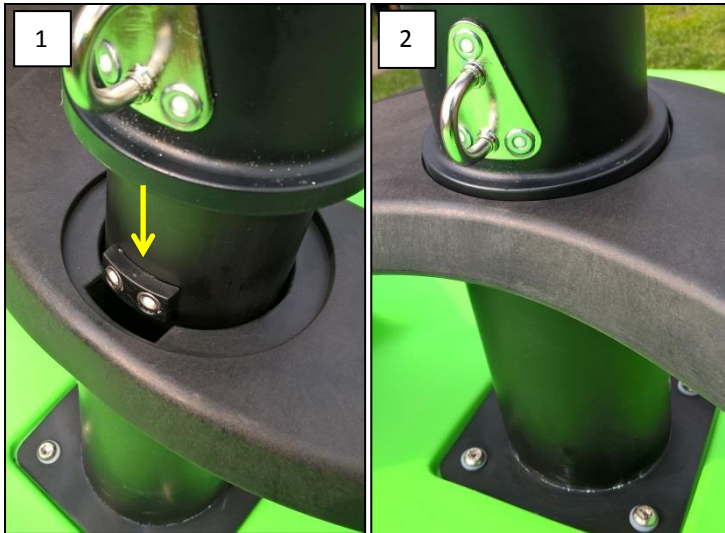
2. Unfold the mainsail (try to keep it clean and dry) and sleeve it over the top of the mast.
3. Slide the sail down the full length of the mast keeping the cunningham D-ring facing forwards. (In line with the cleat at the base of the mast)
4. Take care to ensure the upper edge of the mast goes right to the head/top of the sail until it bears right up against the webbing strap at the very top of the luff tube aperture.
5. If you are using the 6.25 Sail, (Specification dependent) insert the battens (X3) before ensuring the velcro batten pockets are closed. (To prevent loss whilst sailing)
6. Take the cunningham control line and tie an overhand knot in one end before threading the other end through the slot underneath the cunningham cleat.
7. Continue to thread the untied end around the D ring on the lower forward edge (luff) of the mainsail before passing it through the main body of the cunningham cleat. (Jaws)
8. Tie a bowline loop handle (large enough to put your hand in) in the end of the cunningham line.
9. Finally, tension the cunningham line just enough to remove any wrinkles in the luff of the mainsail prior to engaging the line in the cleat jaws.



Raising the Mast -

TOP TIP: In windy conditions, raising the mast can be made **MUCH** easier by wrapping the 5.0 sail around the mast in a clockwise direction before positioning the clews webbing strap over the integral plastic sail hook.

WARNING: The mast is metal and is an electrical conductor. Contact with overhead electric wires could be fatal, please exercise extreme caution when raising the mast & launching.



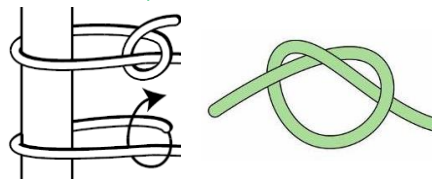
1. With the board positioned nose into the wind, lift the mast carefully in to the mast step with the vang tang facing forwards towards the boards nose.
2. Ensure the mast retention key goes right through the keyway in the front of the mast deck plate (boomerang) before rotating the mast 180 degrees until the vang tang faces immediately aft/rearwards towards the boards tail.

WARNING: The mast key **MUST** be correctly engaged through the keyway in the mast deck plate (boomerang) to prevent disengagement from the hull in the event of capsizing.

Fitting the Boom –

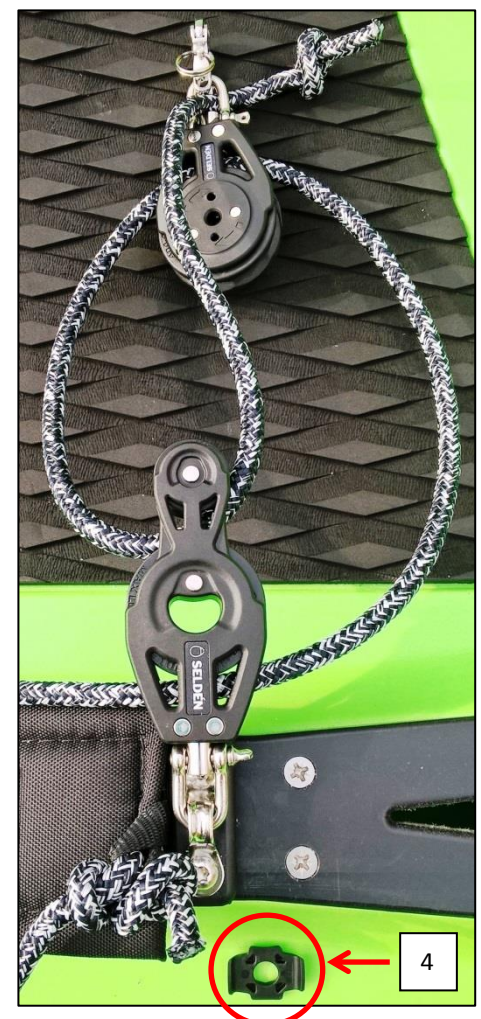
1. Clip the boom onto the masts gooseneck collar.
2. With the board positioned nose into the wind, connect the sail to the boom by locating the clew hook into the clew outhaul eyelet at the aft/rear lower corner of the sail.
3. Tension the clew out haul line to the desired amount and secure it in the cleat on the mid upper surface of the boom.

TOP TIP: The correct outhaul tension for normal conditions would leave the foot/lower edge of the sail 100mm (a hands width) from the boom when the sail is filled.



Rigging the Mainsheet –

1. Join the snap shackle on to the ordinary shackle at the head of mainsheet auto-ratchet block. (Orientation as shown - **Ensure BOTH shackle pins are pliers tight!**)
2. Take the mainsheet and tie an overhand knot in one end before threading the other end through the ordinary shackle at the head of mainsheet auto-ratchet block. (Orientation as shown)
3. Thread the loose end of the mainsheet around:
 - a. The small sheave of mainsheet double block
 - b. The mainsheet auto-ratchet block (**In the direction of the arrows on the side of the block!**)
 - c. The large sheave of the mainsheet double block





4. **REMOVE THE ANTI ROTATION PLATE** before shackling the head of the mainsheet double block to mainsheet fairlead at the forward end of the toe-strap. (Ensure the shackle pin is pliers tight!)

TOP TIP: For even greater convenience, an additional snap shackle can be purchased to **REPLACE** the mainsheet double block ordinary shackle. This is particularly useful if you intend to switch between SAIL/SUS and WINDSURF/SUP modes frequently.

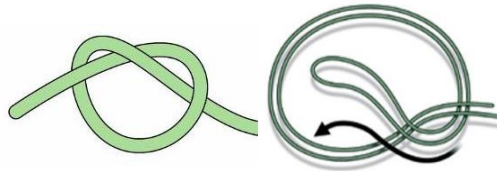
5. Finally tie the end of the mainsheet through the webbing loop at the forward end of the toe strap using a half hitch with a secondary overhand knot in the very end of the rope to prevent the half hitch coming undone.

TOP TIP: This eliminates twisting and the mainsheet getting washed off the back of the board while sailing!

TOP TIP: The auto ratchet block snap shackle should **ONLY** be clipped on to the booms stainless "D" ring fairlead immediately prior to launching! Furthermore, it should be your **FIRST** task immediately following the recovery of your Maverick from the water!

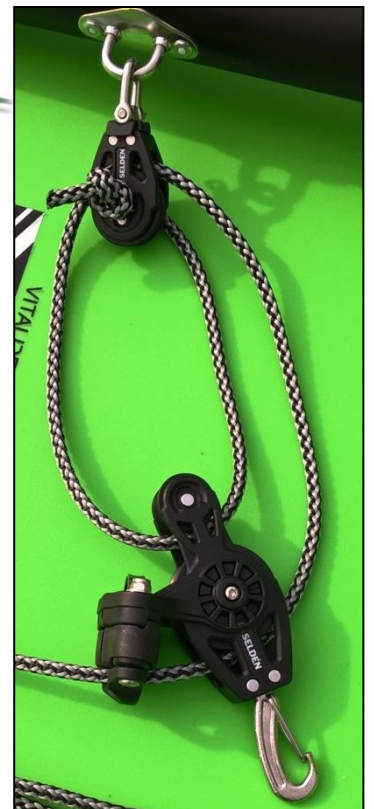
Diligent use of this snap shackle significantly improves trolley retention and prevents your Maverick from harm!

Fitting the Vang –



Background: The Maverick is supplied with a 3:1 vang purchase system. (2 block system)

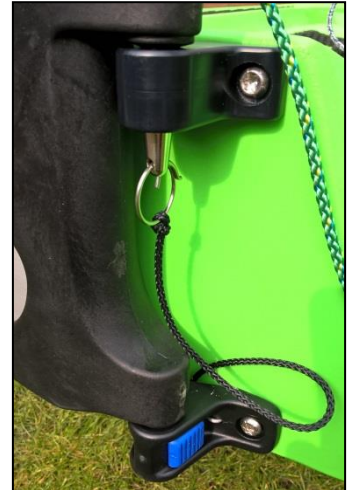
1. Take the upper vang block and using the shackle provided attach it to the eye plate positioned on the lower forward surface of the boom. (Orientation as shown)
2. Take the vang control line and tie an overhand knot in one end before threading the other through the central hole in the middle of the upper vang block. (Not around the pulley sheave)
3. Thread the remaining loose end around the purchase system as shown before passing it through the cleat fairlead of the lower vang block, tying an overhand loop/handle in its end. (large enough to put your hand in)
4. Take the lower vang block and using its integral snap hook attach it to the eye plate positioned on the aft/rear face of the lower mast. (Just above the mast deck plate "boomerang")
5. Tension the vang to the desired amount and secure it in the cleat which forms an integral part of the lower vang block.



TOP TIP: The correct vang tension for normal conditions would allow the trailing edge of the mainsail (leech) to blade open slightly at its tip (like a propeller) while preventing the boom from "skying" excessively upwards when the sail is filled.

Fitting the Rudder -

1. Lower the rudder heads pintle pins onto the rudder gudgeons positioned on the tail of the board.
2. Ensure the integral rudder gudgeon clip (blue) is successfully engaged resulting in the rudder head automatically "clicking" in to place securely.
3. Fit the secondary rudder retaining split ring through the upper pintle pin.
4. Insert the aft/rear end of the tiller arm tube in to the rudder head travelling in a forward to aft/rearward direction.
5. Line up the tiller arm retaining screw hole with its corresponding hole on the uppermost aft/rear surface of the rudder head.
6. Locate the tiller arm retaining screw, driving it carefully through both the rudder head and the tiller arm.
7. Clip the tiller extension to its mounting bracket on the uppermost forward surface of the tiller arm.
8. To remove the rudder assembly from the transom gudgeons, the rudder retaining split ring must be removed and the integral rudder gudgeon clip (blue) pressed forwards.

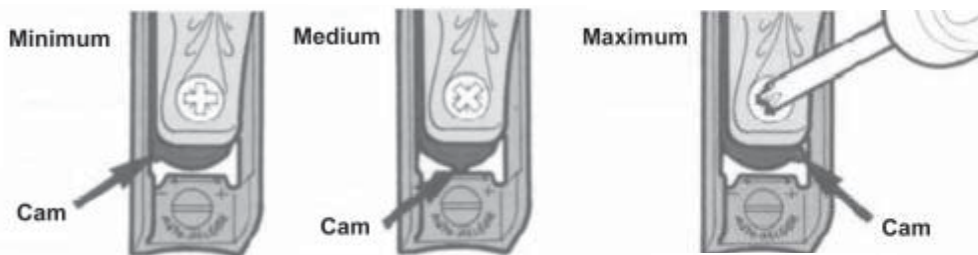


Background: The auto-release cleat on the tiller arm provides the best solution to the problem of how to lock-down a rudder blade yet allow it to flip up if it hits the bottom or a solid obstacle in the water.

TOP TIP: Once tripped the tiller arm cleat can be reset in seconds simply by pushing the cleat back down into its base until you hear it "click". The cleat is also fitted with an adjustable cam to enable the release tension to be set to suit your local conditions.

Setting the Release Load:

1. Test release load with the "cam" at minimum setting.
2. To increase the release load use a screwdriver to rotate the "cam" incrementally towards maximum.

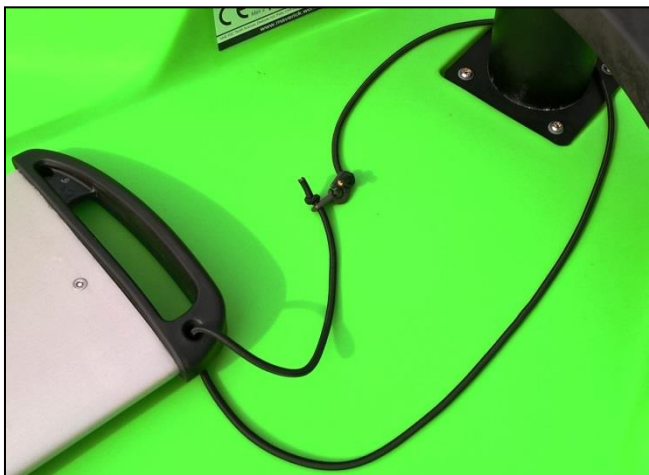


Fitting the SAIL/SUS Daggerboard -



1. Put a sister clip on **one** end of the daggerboard shock cord before tying an overhand knot in the end of the shockcord to prevent loss.
2. Pass the other end of the shock cord through the hole in the upper forward edge of the daggerboard handle.
3. Put a sister clip on this end of the daggerboard shock cord before tying an overhand knot in the end of the shockcord to prevent loss.
4. Finally pass one sister clip around the mast step tube (below the mast step boomerang) before fastening the sister clips together to close the daggerboard elastic loop as shown.





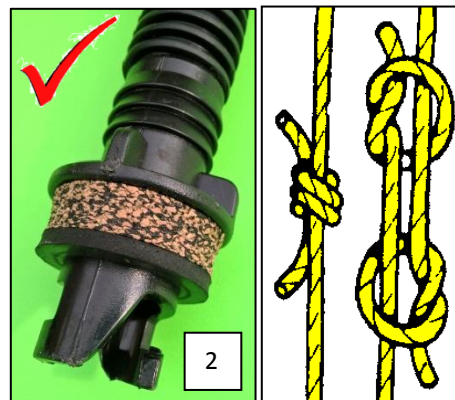
WARNING: If the daggerboard is not secured correctly and fully re-tracts during capsize, the boat will invert resulting in a risk of entrapment.



Fitting the Inflatable Tubes -

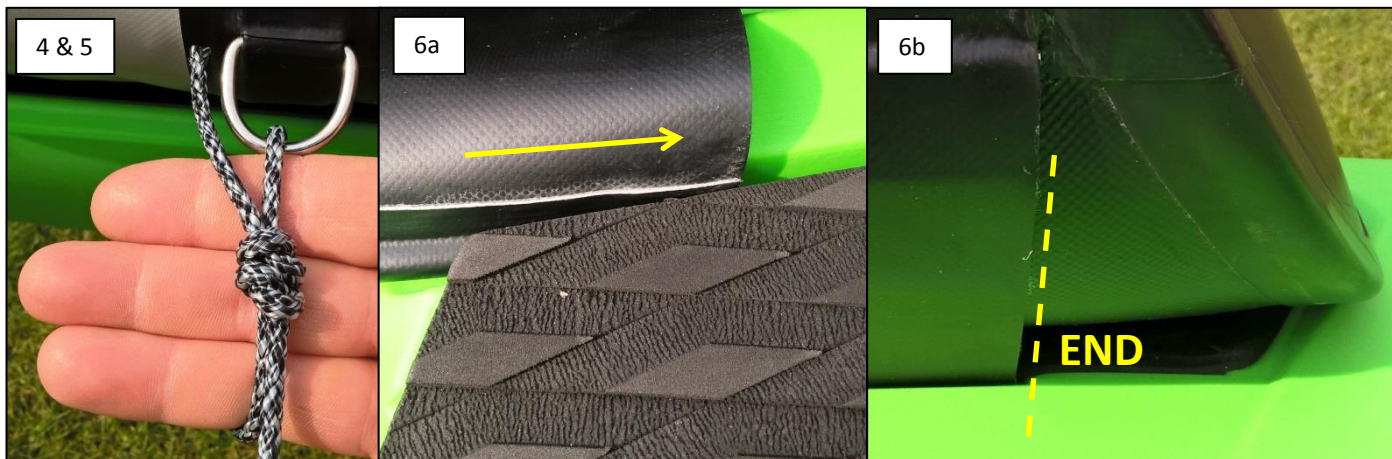
Background: Maverick's inflatable tubes are handed port (left) and starboard (right).

- The white part of each tube should be closest to the boards tail.
 - The Maverick logo on each tube should face outboard.
 - The "bolt rope" flap on each tube should face inboard.
 - Each inflatable tube has X2 tube retaining eyes.
 - Each tube retaining eye requires a tube tie PERMANANTLY fitting.
1. Cut the pre-supplied adaptors off the end of the stirrup pump inflation tube. (using a Stanley knife)
 2. Push fit the correct adaptor (supplied) as shown.
 3. Inflate both tubes until they adopt a soft compliant cylindrical form shape.
 4. Pass one end of each tube tie through each of the tube retaining eyes.
 5. Tie the two loose ends of each tube tie together using a fisherman's knot.



TOP TIP: The optimal tube tie loop size is usually approximately three finger width in internal size.

6. Slide the "bolt rope" of each inflatable tube completely in to the integral tracks that comprise part of Mavericks port and starboard side decks.





7. Hook the tube ties directly on the tube hooks positioned on Mavericks port and starboard rail. (Ensure the ties are **completely** engaged in the hooks)

8. Inflate both the tubes until they are firm to the touch. (Maximum pressure 5psi)

9. To remove the inflatable tubes, let a little air out, unhook the tube ties from the tube hooks and slide the tubes rearward out of the tube tracks.

TOP TIP: When setting up your Maverick for the first time it is well worth "tuning" the length of your tube ties to achieve an optimal set-up moving forwards.

- If the tube ties are too tight the outboard edge of the tube will look an unfair shape in the region of the ties when fully inflated.
- If the tube ties are too loose this will adversely affect tube stability when sitting on the tube or hiking.



Reefing and Stowing the 5.0 Mainsail -



In strong winds, if you are unsure whether you can cope with the conditions, it is always best to reef the sail to reduce its area.

1. Ease the vang and unhook the lower vang block from the eye bracket on the aft lower face of the mast immediately above the mast deck plate.
2. Un-cleat the outhaul control line
3. Rotate the mast through 720 degrees (two complete turns) in an anti-clockwise direction.
4. Re-attach the lower vang block to the eye bracket on the aft face of the mast.
5. Re-tension the clew out haul to the desired amount and secure it in the cleat on the boom.
6. Finally re-tension the vang to the desired amount before engaging the line back in the cleat jaws.

TOP TIP: For convenience after sailing, the 5.0 mainsail can be temporarily stowed by wrapping the sail around the mast in a clockwise direction before positioning the clews webbing strap over the integral plastic sail hook.



WARNING: If your Maverick is not being used for more than a day or so, its sail should be stowed dry and clean in the bag provided to avoid U.V degradation.

4. SUS – “Stand Up Sailing”

Maverick is the first water sport product on the market to support dedicated SUS - “Stand Up Sailing” functionality! In our experience, SUS is unquestionably more dynamic and engaging than Sailing “Dinghy Style” - Particularly for youths and juniors who seek more excitement on light wind days!

However, SUS is also more challenging than Sailing “Dinghy Style” and in this respect, care should be taken not to exceed the limits of your ability!

We strongly recommend building up your experience and exposure to SUS in predictable light winds before transitioning towards semi planning or full planning conditions. In any event, we expect SUS to be a pastime dedicated to sub 15 knots of wind.

Rigging for SUS –

- Exactly the same as for Sailing “Dinghy Style” except the inflatable tubes should be removed.

TOP TIP: Consider using a little less vang than you would normally use for Sailing “Dinghy Style”. This allows the rig to depower more when you sheet out or when gusts hit, it also allows the boom to sky just a little when tacking or gybing to increase headroom!



5. WINDSURF “Cruiser Explorer”

Maverick is an extremely capable and rewarding sub planning windsurf skill acquisition tool. These attributes make Maverick fantastic for cruising and exploring rivers, estuaries or small and restricted waterways where ordinary craft struggle to operate!

IDEAL WINDSURF EQUIPMENT:

TOP TIP: After exhaustive testing we can honestly say that official Maverick World supplied windsurfing equipment always optimises both ease of use and functionality.

(With the exception of some premium cost, super light-weight rigs available!)

However, if you do wish to explore Mavericks windsurfing functionality using existing third party supplied equipment the enclosed guidance will assist you -

IDEAL RIG – 3.5m to 6.5m

Rigs smaller than 3.5m = Slow Mavericks response time down when entering tacks and gybes.

Rigs larger than 6.5m = Fuel only “vanity” Maverick is a sub planning windsurfer!

IDEAL WINDSURF/SUP FIN – 30cm Low Aspect Ratio (Tuttle)

Fins smaller than 30cm = Require, more skilled and accurate rig control. (Reduced directional stability)

Fins larger than 30cm = Require, larger and more purposeful rig inputs. (Increased directional stability)

Fins longer than 30cm can also cause ground clearance issues when using the trolley.

FIN BOLTS – 6mm x 110mm (1 off) 6mm x 130mm (1 off)

These are the ONLY bolt dimensions that will fit and retain you fin safely!



DECK BASE PLATE/UJ – Cardan (U-Pin)

The thread length of any third party supplied deck base plate/U.Js will require shortening to 8mm.

TOP TIP: Cardan style universal joints make the rig significantly easier to attach to and detach from the board!

TOP TIP: It is always easiest to attach or detach the rig to or from the board when it is on the trolley!

WINDSURF DAGGERBOARD - (Maverick World Distributor Supplied Only)

A WINDSURF DAGGERBOARD MUST BE USED FOR WINDSURFING -

Mavericks WINDSURF daggerboard is much shorter than its SAIL/SUS daggerboard!

Rigging for Windsurfing –

1. Fitting the WINDSURF/SUS Fin:

- Remove the “push fit” bolt-hole covers using a flat blade screwdriver.
- Locate the head of the fin squarely in the recess on the underside of the board.
- Pass the shorter (110mm) forward fin bolt through the board while twisting it carefully clockwise until its thread “starts” in the head of the fin. (**Do not tighten fully**)
- Pass the longer (130mm) rear fin bolt through the board while twisting it carefully clockwise until its thread “starts” in the head of the fin. (**Do not tighten fully**)
- Tighten both fin bolts until “finger tight” – **DO NOT OVERTIGHTEN** If squeaking is heard at any point in the tightening process, it indicates cross threading – In this instance immediately undo the bolt and re-present the fin a slightly different angle before carefully repeating the tightening process!

2. Fitting the Deck Base Plate/UJ:

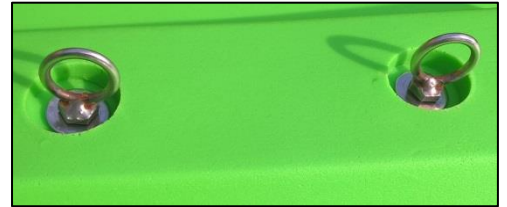
- Remove the “push fit” bolt-hole cover using a thumb pressed flat while turning anti-clockwise.
- Present the deck base plate to the bolt hole while twisting carefully clockwise until it sits flat and becomes tight ” – **DO NOT OVERTIGHTEN**

3. Fitting the WINDSURF Daggerboard:

A WINDSURF DAGGERBOARD MUST BE USED FOR WINDSURFING -

Mavericks WINDSURF daggerboard is much shorter than the SAIL/SUS daggerboard!

- Put a sister clip on **one** end of the daggerboard shock cord before tying an overhand knot in the end of the shockcord to prevent loss.
- Pass the other end of the shock cord through the hole in the upper forward edge of the daggerboard handle.
- Put a sister clip on this end of the daggerboard shock cord before tying an overhand knot in the end of the shockcord to prevent loss.
- Finally pass one sister clip through the small rope loop on the deck base plate UJ before fastening the sister clips together to close the daggerboard elastic loop as shown.



WARNING: If the daggerboard is not secured correctly it may be washed overboard making it difficult for you return to shore safely.



4. Rigging and Fitting the WINDSURF Rig:

- Insert the upper mast into the lower mast.

TOP TIP: Electrical taping over the mast joint prevents sand and water ingress. It also makes it easier to withdraw the mast from the sail upon de rigging!

- Unroll the sail (try to keep it clean and dry) and sleeve it over the top of the mast.
- Slide the sail down the full length of the mast taking care to ensure the upper edge goes right to the head/top of the sail.
- Slot the mast foot in to the lower end of the mast before threading the downhaul rope several times around the sails tack eye and the blocks which comprise parts of the mast foot.
- Pull the rope tight and cleat it in the integral “V” cleat which comprises part of the mast foot.

TOP TIP: The sail sets best when the bottom of the tack eye is approximately ONLY 15mm above the top of the mast foot.

- Clip the mast protector on the mast. (In the luff sleeve boom cut-out)
- Extend the booms rear end before clipping the booms forward end on to the mast protector.
- Close the over centre lever at the forward end of the boom.
- Reduce the extension of the booms rear end until it is approximately 50mm behind the sails clew eye.
- Threading the outhaul rope several times around the sails clew eye and the blocks which comprise parts of the booms rear end.
- Pull the rope tight and cleat it in the integral “V” cleat which comprises part of the booms rear end.

TOP TIP: The correct outhaul tension for normal conditions would leave only the rear 50% of the sail touching the leeward boom arm when the sail is filled.

- Pass the up-haul ropes elastic loop over the base of the mast.
- The rigs mast foot “snap fits” directly to the deck base plate/UJ already fitted on the Mavericks deck.
- The rigs mast foot “quick releases” from the deck base plate/UJ by pressing the trigger button on the forward face of the mast foot.

TOP TIP: It is always easiest to attach or detach the rig to or from the board while it is on the trolley!

6. SUP “Single/Double”

No wind? No problem! In calmer conditions Maverick is a safe, stable SUP platform for one or two people! These attributes make Maverick fantastic for cruising and exploring rivers, estuaries or small and restricted waterways where ordinary craft struggle to operate!

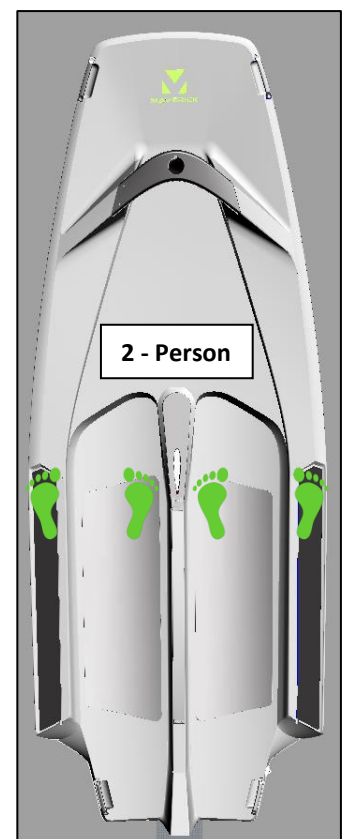
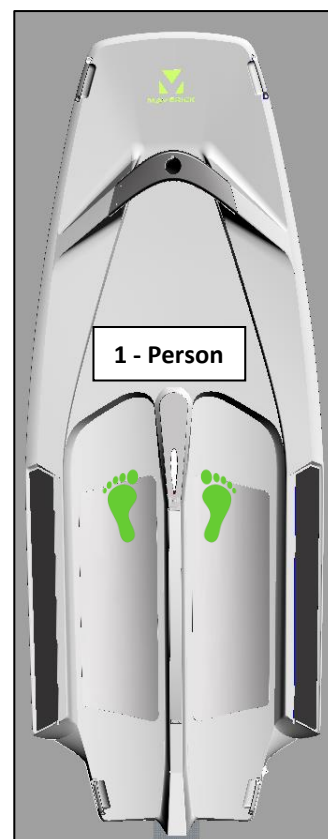
1. Fitting the WINDSURF/SUS Fin:

- Remove the “push fit” bolt-hole covers using a flat blade screwdriver.
- Locate the head of the fin squarely in the recess on the underside of the board.
- Pass the shorter (110mm) forward fin bolt through the board while twisting it carefully clockwise until its thread “starts” in the head of the fin. **(Do not tighten fully)**
- Pass the longer (130mm) rear fin bolt through the board while twisting it carefully clockwise until its thread “starts” in the head of the fin. **(Do not tighten fully)**
- Tighten both fin bolts until “finger tight” – **DO NOT OVERTIGHTEN**
If squeaking is heard at any point in the tightening process, it indicates cross threading – In this instance immediately undo the bolt and re-present the fin a slightly different angle before carefully repeating the tightening process!

2. Fitting the SUP Leash:

- Remove the attachment loop from the SUP leash. (board attachment end of the leash)
- Pass the attachment loop 50% of the way through the forward fin bolt eye.
- Pass and velco the SUP leash through BOTH halves of the rope loop.
- Close and secure the SUP leash Velcro.

3. Recommended Paddling Positions:



7. Launching and Basic Safety on the Water

Before Going Afloat:

1. Check you are wearing suitable clothing and safety equipment for the conditions
2. If possible take a phone, GPS or VHF with you.
3. Always wear a buoyancy aid or life jacket
4. Make sure a third party knows where you are and how many of you are going afloat.
5. Check the weather forecast
6. Check the time of high and low tides if applicable.
7. Seek advice on local conditions if sailing in a new area.
8. Always check the condition of your board before going afloat.
9. **Check for overhead cables when rigging, launching and recovering.**

Launching

1. Raise the rig with the board facing into the wind.
2. Take the board into the water with the bow facing into the wind.
3. When there is enough water below you, lower the dagger-board and rudder fully.
4. Cleat the rudder downhaul in the cleat on the tiller.
5. The rudder and the dagger-board should be raised before coming ashore.

On The Water

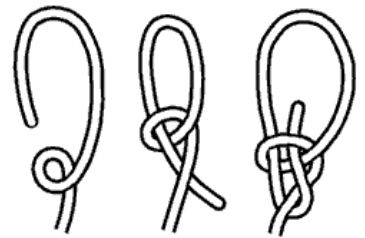
1. Conform to regional rules of the road.
2. Look out for changing weather conditions.
3. Never go afloat in conditions beyond your ability.
4. Understand and be competent in the required skill afloat and board/hull righting techniques.

8. Care, Maintenance and Service

Adding A Painter & In Line Towing -

Painter - To tow Maverick on the water, tie it to a jetty, buoy or its trolley, a painter should be fitted as follows:

1. Use a 2.5 metre long, 6 or 7mm diameter rope. (A smaller diameter rope may damage the hull)
2. Take one end of the rope and tie a bowline loop directly around the mast step tube. (below the mast step boomerang)



In Line Towing –

1. Follow the above guidance but use a 6 metre long, 6 or 7mm diameter rope for the PAINTER.
2. Thread the painter of the towed board through one of the tail handles of the towing board. (In a tail to nose direction)
3. Tie a bowline loop around the dagger-board handle (with the board down in the case) or around the mast step tube. (below the mast step boomerang)

Maintenance

- Keep all equipment clean by frequently flushing with fresh water. In corrosive atmospheres, stainless parts may show discoloration/brown staining around screw holes and rivets. This is nothing serious, staining can be removed with a fine abrasive or oxalic acid/gel.
- Excess water should be removed from the inner cavity of the board.
- Ropes, rigging and fittings should be checked at regular intervals for wear and tear.
- All moving parts should be lightly lubricated to avoid jamming, i.e., McLube, dry Teflon or a similar dry silicone based spray. Do not use oil.

- Inspect shackles, pins and clevis rings, use electrical tape to stop snagging and to prevent them from coming undone.
- When refastening screws do not over tighten as this may strip the thread, do not reuse nyloc nuts more than three times.
- Damaged or worn parts should be replaced.
- Sails should be thoroughly washed down with fresh water, dried and stored in a dry place.

Trailers and Trolleys

- Trailers and trolleys supplied by Maverick World are designed to store and transport the hull in the best possible manner to avoid damage. Please do not transport your Maverick World product on a trailer or trolley that has not been specifically designed for the product. Hulls damaged via the use of an incorrectly designed or wrongly set up trolley or trailer are not covered under warranty.
- It is highly recommended that a trolley is used to launch and recover your boat. Dragging your hull up onto a beach or slip way will wear away the polyethylene and damage the boat.
- The hull should not be stored directly on a pebble beach, wooden battens or in any other locally point loaded scenario (such as on scaffold or wood batten boat racks) as the hull may become permanently dented or warped.
- Trailers should be rinsed with fresh water and checked at regular intervals. It is recommended that trailers be serviced annually. Trailer road base should never be immersed in water.
- When securing your boat to a trailer for transport be very careful that ratchet straps and ropes are not over tightened and that there is sufficient padding under the strap or rope to prevent the hull/deck from being damaged through abrasion or pressure.
- Top covers must not be allowed to “flap” when driving at speed. This can abrade the surface of the hull and damage it. It is recommended if you are towing and plan to use your top cover that an under-cover is fitted to prevent cover flap damage to the top sides of the hull.

Storage

- Your board should always be tied down securely to the ground when not in use.
- UV light will cause fading to hull and components over time. A storage cover is recommended to reduce UV degradation.
- Do not leave the rig under tension when not sailing or during storage.
- Hulls, hardware, ropes, rudders, dagger boards, spars, sails or any other equipment must not be stored wet in bags from whomever they are supplied. (To include Maverick World) Failure to do this will cause corrosion, mould, blistering, print through, warping and other damage.

On Water Towing

- Towing your Maverick World product at high speed (10 knots +) behind a rib or power boat can seriously damage the hull. Boats damaged in this manner are not covered by the warranty. Maverick World recommends a maximum towing speed of 10 knots.

Repairs

- Repairs to the polyethylene hull should only be undertaken by persons with the relevant equipment and skills.

Please contact Maverick World for advice.

9. CE Certification



HPi Verification Services

Examination Report

This is to certify that the product listed below conforms to the requirements of the
Recreational Craft and Personal Watercraft Directive
2013/53/EU, Module A1 - Annex II of Decision 768/2008/EC

Certificate Number HPIVS/R1176-002-I-01
Date of Issue 10-Jul-2018
Date of Expiry 09-Jul-2028

Manufacturer Maverick World Ltd
Unit 102, Tenth Avenue,
Deeside Ind. Park
CH5 2UA
UK

Product Description Maverick
Model Year 2018
Description of Product Rigid Hull, Cruising boat - Planing - Sail
Design Category C
Length (m) Max. (L_{MAX}): 3.10
Beam (m) Max. (B_{MAX}): 1.31
Maximum Load People: 2
Displacement (kg) Light Craft: 70

No of hulls:	1
Hull (L _i):	3.34
Hull (B _i):	1.31
Mass (kg):	155
Max. (M _{LDC}):	225

This report confirms that HPIVS have assessed the craft against ER 3.2 'Stability' & 3.3 'Flotation'. The manufacturer is responsible for compiling Technical Documentation for all the other requirements.

Check this certificate is genuine



Managing Director

Technical Manager

This certificate is supported by a report bearing the same certificate number.
This certificate is the property of HPI Verification Services Ltd. & may not be amended or issued to others.
The manufacturer must inform HPI Verification Services Ltd. of any changes that affect any of the assessed Essential Requirements. Failure to do this will invalidate the Certificate.

The applied conformity assessment module does NOT allow the client to affix the Notified Body's identification number on the product.



EU Notified Body No. 1521
Company registered in England #7217086

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