



RENKEN 18

Owner's Manual

Renken

Welcome!

We at Renken Boats are pleased to welcome you aboard as an owner of what we believe to be the finest 18' trailerable sloop available.

This owner's manual is intended to enhance ownership of your new R-18 by familiarizing you with proper rigging, use and maintenance. We encourage you to read through the entire manual before rigging your new R-18 for the first time, paying particular attention to the safety precautions.

Please be sure to read and understand the R-18 warranty card and return the owner information section at once. (It is required by the Coast Guard that manufacturers maintain complete owner lists and your assistance in this will be particularly appreciated.)

If this is your first sailboat, we suggest you consult your dealer for information on the availability of local instructional courses in sailing, reading material, etc. Likewise, if, after reading this manual, you have any questions concerning your new R-18, please feel free to contact your dealer, or Mike Valk, National Marketing Director.

We hope that you will have many enjoyable sailing experiences with your Renken R-18.

Have fun and happy sailing!

Introduction

1. SAFETY

Your R-18 was designed and constructed to make it one of the safest sailboats of its type and size but, as with any boat, certain basic safety precautions should be followed on the part of those who use the R-18, to include the following:

TRAILERING — Be sure your boat and parts are properly secured to your trailer and that the trailer is in proper working order at all times. (See specific trailering instructions in this manual).

RIGGING — Always inspect all hardware before each use to insure that all fastenings are tight, rigging is properly secured, and hardware is in operating order. Pay particular attention to all wire rigging attachment devices such as cotter pins, cotter rings, and shackles.

BEFORE RAISING THE MAST — CHECK FOR OVERHEAD WIRES! Look both in the immediate area where you intend to raise the mast as well as above the path you will use to push or tow your trailer to the launching point. We cannot over-emphasize this point. Contact with overhead electrical wires can be fatal and extreme caution should be exercised.

SAFETY EQUIPMENT — It is required by the Coast Guard that an approved personal flotation device be carried for each person on board. There are many good quality, good-looking and comfortable flotation vests available, and we urge that flotation vests be worn at all times while sailing. Other basic safety equipment that should be considered is a paddle, anchor, first aid kit, and waterproof flashlight. (Please consult your dealer for his specific recommendations in regard to proper equipment that you should carry with you.)

KNOW THE AREA WHERE YOU ARE SAILING — If you are new to sailing, confine your sailing particularly to protected areas. As your experience grows, your horizons will grow. You should always be aware of any local characteristics, such as underwater obstructions or strong currents. It is also a good idea to let family or friends know where you will be sailing and when you expect to return.

WEATHER — Check weather reports before setting out. Be aware of changes in weather while sailing. At any indication of an impending thunderstorm, precautions should be taken at once for the safety of the boat and crew.

2. RIGGING INSTRUCTIONS

(Refer to owner's manual)

A.) The initial step in assembling your R-18 for the first time is to identify and lay out all the components.

The mast is pre-rigged from Renken; all standing rigging measurements are as follows:

Main Halyard	38'1"
Jib Halyard	35'
Side Stay	16'6"
Fore Stay	18'5"

Note:

Throughout the manual there are reference part numbers. Please refer to the parts list and illustrations in the manual to indicate their proper use.

LAUNCHING

Your R-18 should now be ready to launch but it is a wise idea to double-check all work to make sure that all lines and fittings are secured properly.

3. SAILING TIPS

Your R-18 was designed to be as uncomplicated and easy to sail as possible, yet have all the basic controls necessary for proper operation and maximum enjoyment. This section will familiarize those new to sailing with the basic function and use of these controls. The finer points of their use will be best learned from sailing tests and experience.

(continued)

SHROUDS AND FORE STAY are not intended to be adjusted while sailing and should be adjusted at the time the boat is being rigged. The mast may be tipped or "raked" forward to decrease "weather helm" (the tendency to head into the wind), or raked aft to increase "weather helm" by moving the shroud attachment clevis pin to higher or lower holes respectively and adjusting the fore stay turnbuckle accordingly. It is desirable to have some "feel" to the helm.

DOWNHAUL AND OUTHHAUL adjustments are used in combination to adjust the shape of the mainsail for varying wind conditions; the "shape" being how much curvature depth or "draft" the sail has and the position of maximum depth fore and aft. In very simple terms, the stronger the wind, the tighter these controls should be adjusted. This will keep the draft forward (via downhaul tension) and decrease the amount of draft (via outhaul), both desirable conditions in stronger winds. If you're new to sailing, it would be best initially to leave these controls set for sailing close hauled. As experience is gained, you may wish to ease them when sailing on a reach or run for maximum performance.

4. MAINTENANCE

SAILS

Do not leave sails up and luffing for extended periods of time while your boat is docked, as the constant slatting will reduce the life of your sails.

Spray sails periodically with fresh water to clean. More stubborn dirt can be removed with a mild soap solution, followed by a thorough rinsing.

Grease or tar can be removed by dabbing with carbon tetrachloride, but no other cleaning agents should be used. (Note: carbon tet. will loosen sail numeral adhesive and run many dyes, so use on the sailcloth itself.)

Never wash or dry sails by machine.

Allow sails to dry thoroughly before bagging. If they are bagged wet for your trip home, make sure to take them out to dry once you arrive home.

Fold sails by "flaking" them with "accordian" style creases running parallel to the foot, and then rolling up from luff to leach in order to fit the sailbag. It is best to remove battens after each use.

Small tears (an inch or less) can be patched over, using sail repair tape available from your dealer. Patches should be applied to both sides of the sail. Repair of larger tears should be referred to a local sailmaker.

GELCOAT (COLOR COAT) FINISHES

Do not allow the tie-down lines or boat equipment to chafe against the finish of your boat.

Superficial scrapes can be buffed out. Deeper scratches or chips may be filled with gelcoat patching material. Check with your dealer.

Rinse gelcoat surfaces frequently. Stubborn stains can be removed by soapy water, household cleaning liquids, such as Fantastic or 409, or Acetone. Abrasive cleaners, such as automotive liquid body cleaners or fast polishing compounds, should only be used as a last resort.

The smooth gelcoat surfaces of your boat may be occasionally waxed (with a boat wax or car wax); do not wax the non-skid areas.

HULL HARDWARE

When rinsing your hull, pay particular attention to all fittings. Flush thoroughly, especially areas where sand and salt can easily accumulate, as under jam cleat cams and pulley sheaves. Occasional lubrication of moving parts may be done by using a silicone spray. Oil is not suggested as it accumulates and holds dirt, salt, and sand.

While cleaning hardware is a good time to check for any loose fastenings or excessively worn or damaged parts.

All R-18 hull hardware is fastened into backup plates, or through bolted (where nuts can be reached). This allows for easy removal of hardware if necessary for repairs. Use a silicone sealant around screw holes before re-fastening.

MAST AND BOOM

As with the hull and its hardware, frequently rinse the mast, boom, and their parts, including wire rigging, with fresh water.

Check the fastening of all hardware, paying particular attention to all clevis pins. Check wire rigging for any signs of fatigue or broken strands.

While trailering, be sure to place padding where chafing can occur in order to protect the anodized finish.

LINES

Running rigging left on the mast, boom, or hull can be rinsed along with those items.

Options

Galvanized Trailer

Specially designed for easy launching.

3.5 Chrysler Motor (7071)

Stern Pulpit (7070)

Can be installed by dealer or owner.

Vinyl Cover (7073)

For companionway opening — an ideal option for mooring and storage.



Figure 1

Dodger Top (7072)

Enables you to sail more comfortably in inclement weather and also serves as a sunshade in the summer.



Figure 2

Mast & Rigging

Your R-18 comes to you with the mast and all standard rigging pre-attached direct from the factory. This eliminates confusion in stay placement when unwrapping your mast. It is easy to identify your stays. The fore stay is the longer one with the turn-buckle, and the side stays have stay adjusters. Once all the stays and lines have been attached, you will not find it necessary to re-rig them prior to sailing.

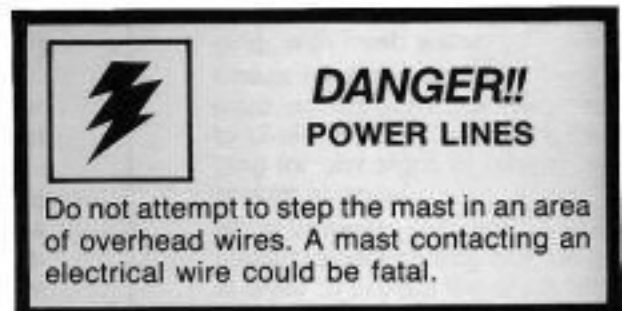
Note: Before raising the mast check all rigging to be sure it is secure.



Figure 2A

Stepping the Mast

Lay the mast on top of the frame with mast head aft as in Figure 6. Notes: with experience the mast can be stepped by one person but we recommend that you have someone assist you; position the boat facing into the wind and on level ground. If the trailer is not attached to a vehicle, chock the wheels and have someone stand on the trailer tongue. Danger: Do not raise the mast if overhead power lines are present.



Attach the side stay adjustment (7003) to the side stay chainplate (7002) which is fastened to each side of your Renken 18 as shown in Figure 3. Clevis pins and split rings, as shown on 4A, are provided. Make sure each shroud is led straight from mast to chainplate (7002).

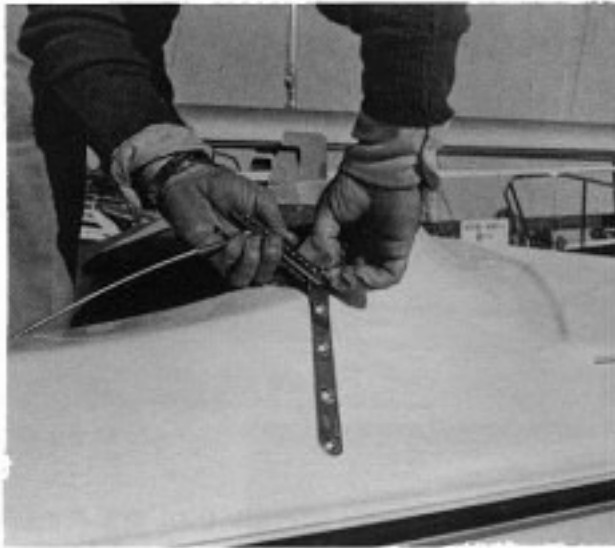


Figure 3

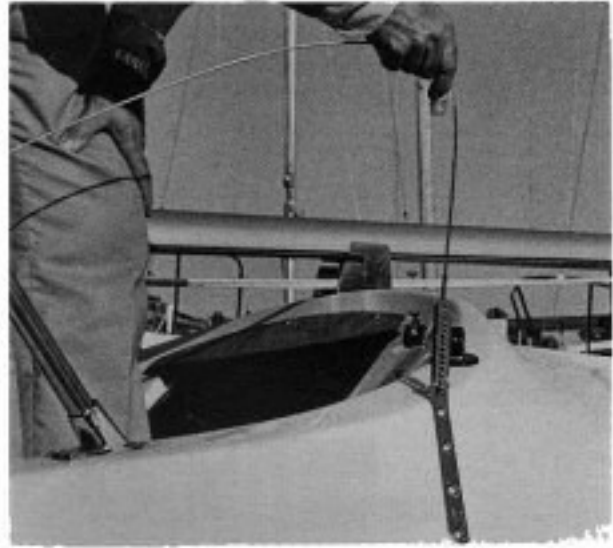


Figure 4

Actual size of stay adjuster
Pin size is $\frac{3}{16}$ " x $\frac{1}{2}$ " w/a $\frac{3}{8}$ " split
ring
Be sure the side stays are all secure.
You are now ready to raise the mast.



Figure 4A

Check for wires overhead. Do not
raise the mast into overhead wires.



Figure 5

Using boarding ladder, climb onto the boat and prepare to raise mast. Boat and trailer should be connected to a vehicle to prevent the boat and trailer from rearing up.



Figure 6



Figure 6A



Figure 7

Standing in the rear of the boat, place the mast base into the mast tabernacle as in Figure 6A which is fixed on the deck. Again, be sure to check that all side stays are clear and free of overhead obstructions.



Now walk forward on the boat raising the mast as you go to an overhead position as shown.

Step around the mast with the fore stay in one hand and the mast in the other. Be sure not to let go of mast while walking forward towards the bow, keeping tension on the fore stay as shown in Figures 9 and 9A.



Figure 9



Figure 9A

Attach the fore stay to the forward hole of the bow plate as shown in Figure 10.

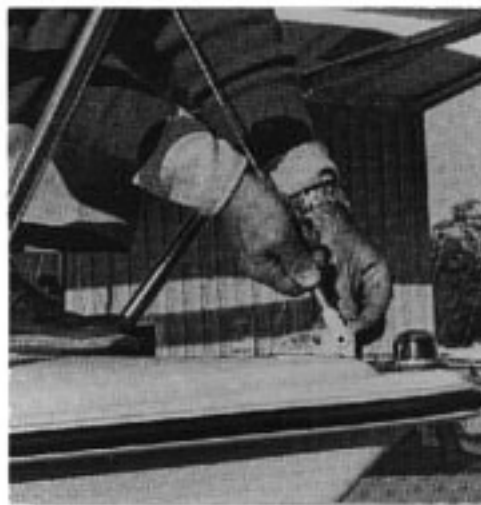


Figure 10

You can tighten the entire rig by turning the turnbuckle clockwise as in Figure 11

Be sure to tighten locking nut on top of turnbuckle.

Note: Now that your mast is raised be sure there are no overhead wires between you and the launch ramp.

Now your mast is secure.



Figure 11

Boom Installation:

Install the gooseneck into the slot provided on the mast as in Figures 12 and 13 and slide down to stop.



Figure 12

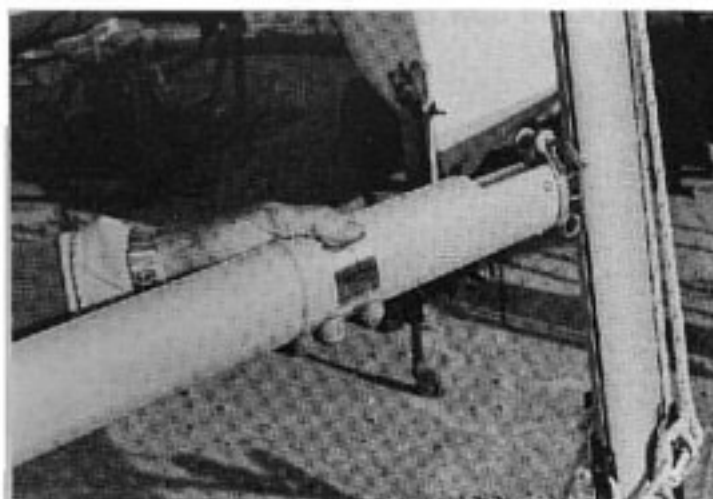


Figure 13

When you have installed the boom, install the downhaul line (7055) as shown in Figure 14.

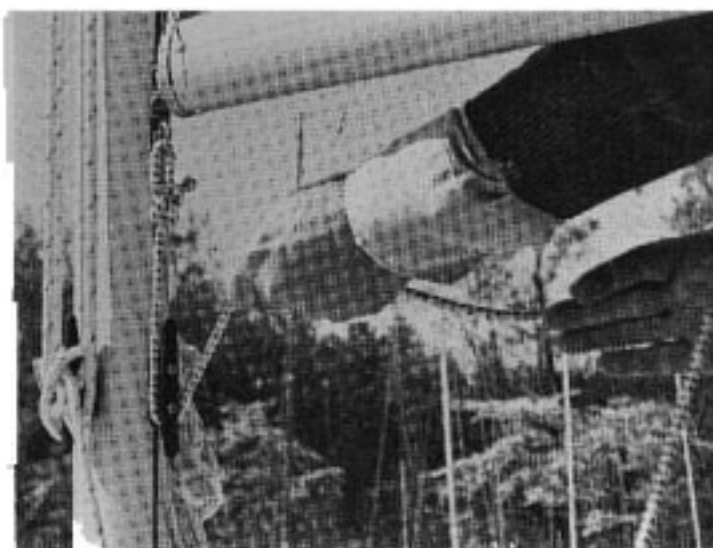


Figure 14

Mainsheet Installation

After inserting the boom gooseneck (7042) into the mast track and attaching the downhaul, you are now ready to install the mainsheet system. Attach the double block (7038) to the boom tang (7039) as in Figure 15.

Note: Remove square stop so that the block can swivel.

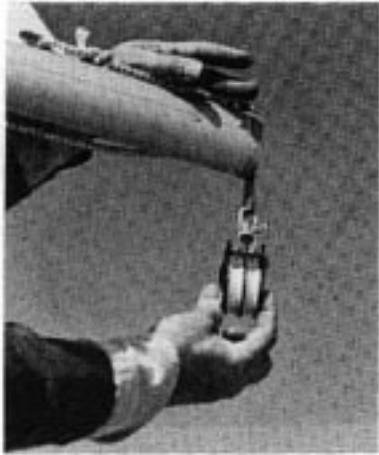


Figure 15

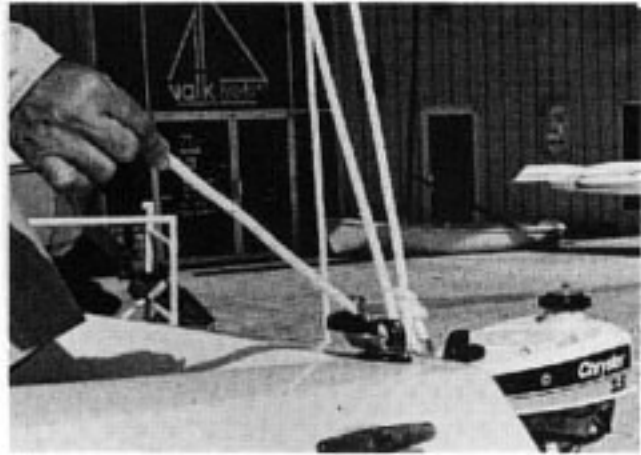


Figure 16



Figure 17



Figure 18



Figure 19

After tying the mainsheet to the padeye (7010) by main swivel cam cleat (see Figure 16), begin to lead the mainsheet through the double block (Figure 17) down to the single deck block (7011) (Figure 18) and back up through the double block (Figure 19), then end at the swivel jam cleat (7001) as shown in Figure 16.

Mainsail

Feed the foot of the mainsail into the track opening in the forward end of the boom as shown in Figure 20.



Figure 20

Feed the mainsail all the way through to the end of the boom. Next attach the mainsheet tack to the gooseneck pin as shown in Figure 21.

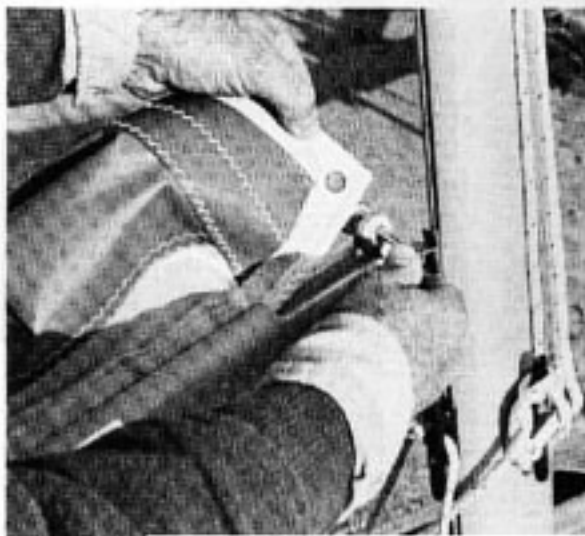


Figure 21



Figure 22

Then secure the tack pin as shown in Figure 22.

Attach the small outhaul block (7074) enclosed in the rigging package to the boom end cap (7041) and lead the outhaul (7054) thru it and forward to the cleat provided on the boom as in Figure 23.

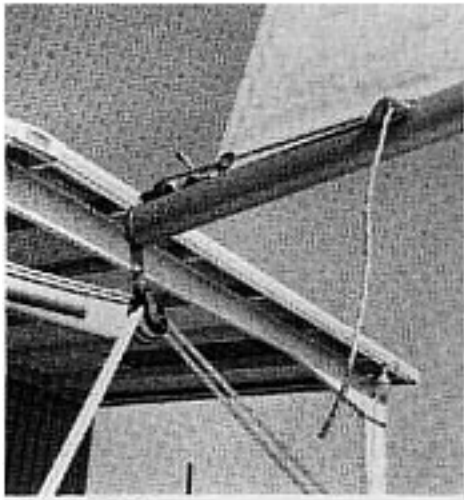


Figure 23



Figure 24

Next take the head of the sail and attach the main halyard to it as shown in Figure 24 and Figure 25. Head Board Shackle (7026)



Figure 25

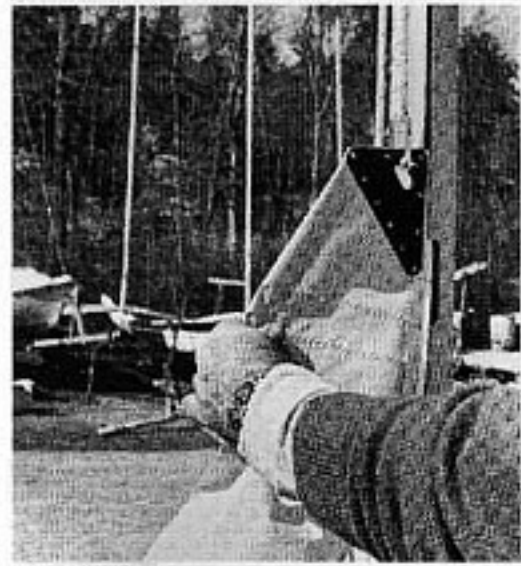


Figure 26

Now pointing the boat directly into the wind and after attaching the halyard, you are ready to raise the sail. This procedure should be done while the boat is in the water.

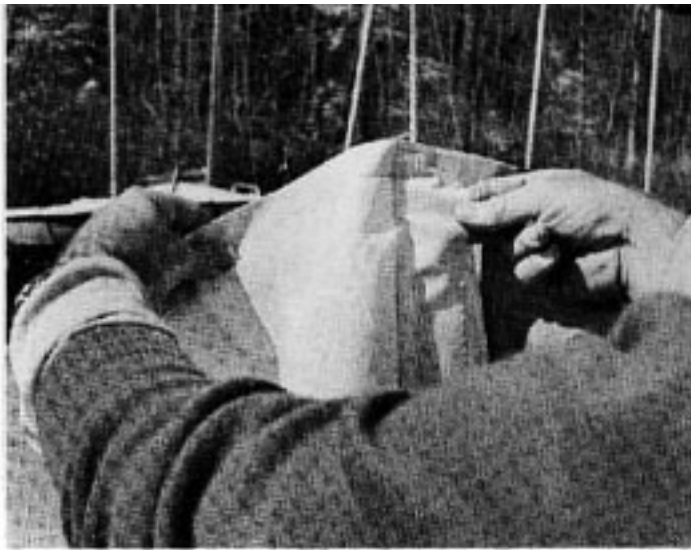


Figure 27



Figure 28

Be sure to install the battens in the mainsail before raising the sail. Now begin pulling the halyard (7051) and feeding the sail into the track until it reaches the top of the mast as in Figure 29. When the sail is all the way up, secure it to the mast cleat (7036) and stow the excess line as in Figure 30.

At this point you can tighten the downhaul of the mainsail as in Figure 14.



Figure 29



Figure 30

Jib Sail

Installation of Jib Furler

First take the 17 feet of $\frac{1}{8}$ " line (7056) supplied in rigging kit and feed it through the furler as shown below. Be sure the holes are aligned for easy installation as shown in Figures 31 and 32.



Figure 31



Figure 32

Next tie a figure eight knot in the end of the line and pull it tight. Then, holding the black drum in one hand turn the drum clockwise, winding the furling line inside the drum itself as shown in Figure 33.

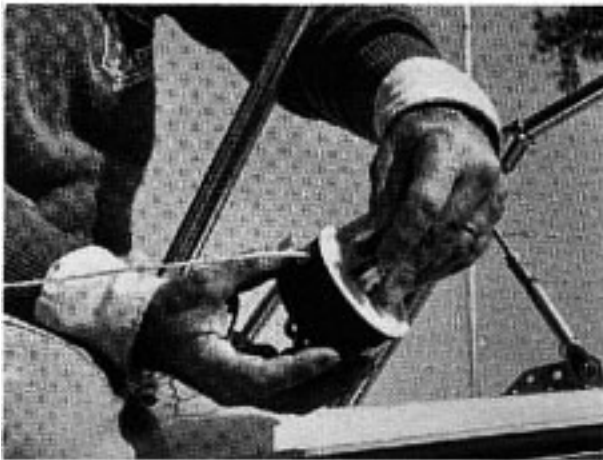


Figure 33



Figure 34

Attach the furling drum (7008) to the aft hole on the bow plate with the "D" shackle (7007) supplied on the furler, as shown in Figure 34. Be sure to tighten the shackle securely.

Now that the furler is installed, lead the tail end back to the small black cleat (7006) on the port side of your Renken 18 as shown in Figures 35 and 36. Be sure to tie a figure eight in this line, too.

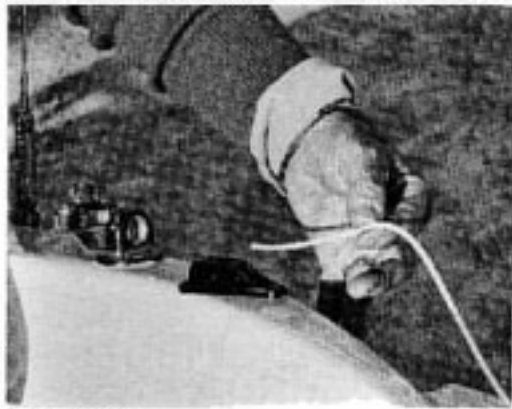


Figure 35

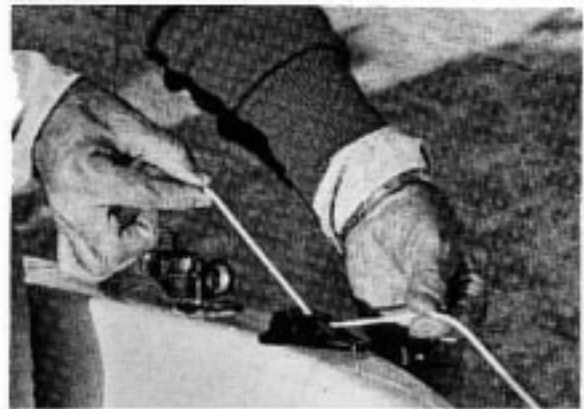


Figure 36

Take the jib out of the bag and locate the head of the sail. Attach the jib furler swivel to the head of the sail as shown in Figure 37.



Figure 37



Figure 38

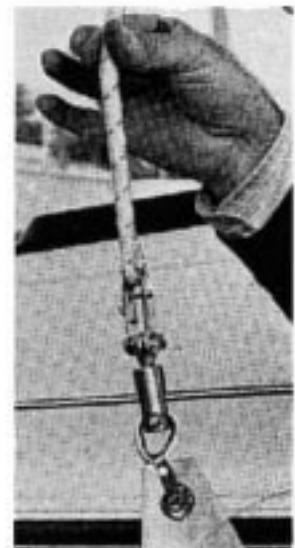


Figure 39

Take the jib halyard and attach it to the halyard swivel and lock the shackle as shown in Figures 38 and 39.

Jib Sheet Attachment

Fold the jib sheet in half and lead it through the grommet at the clew of the jib as shown in Figures 40 and 41.

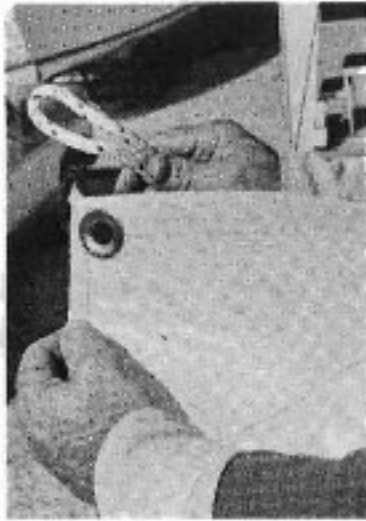


Figure 40



Figure 41



Figure 42

Then pull the sheets through the grommet and the excess through the loop - and pull it taut as in Figure 42.

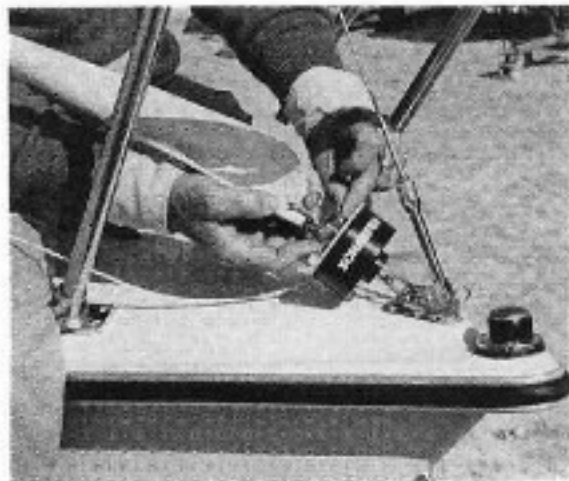


Figure 43

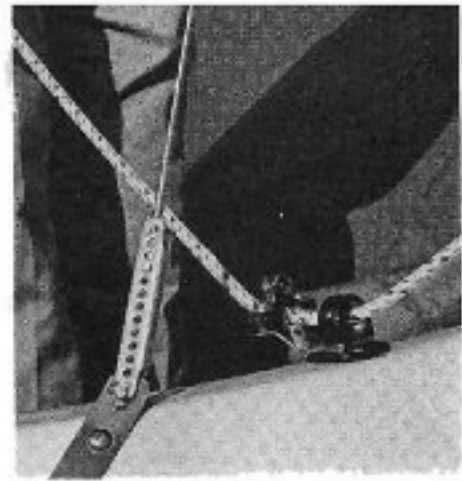


Figure 44

Now attach the tack of the jib to the jib furling system as in Figure 43. You are now ready to raise the jib with the jib halyard (7050). After doing so, you may notice the fore stay become slack. If so, tighten up on the fore stay turnbuckle until it is taut. Next run the jib sheet through the swivel cam cleat as shown in Figure 44.

Rudder and Tiller Attachment

Carefully lift the rudder up to the pintles (7013) and set the bottom pintle into the bottom gudgeon (7015) as shown in Figure 45.

Note: The bottom pintle is slightly longer for easy installation.

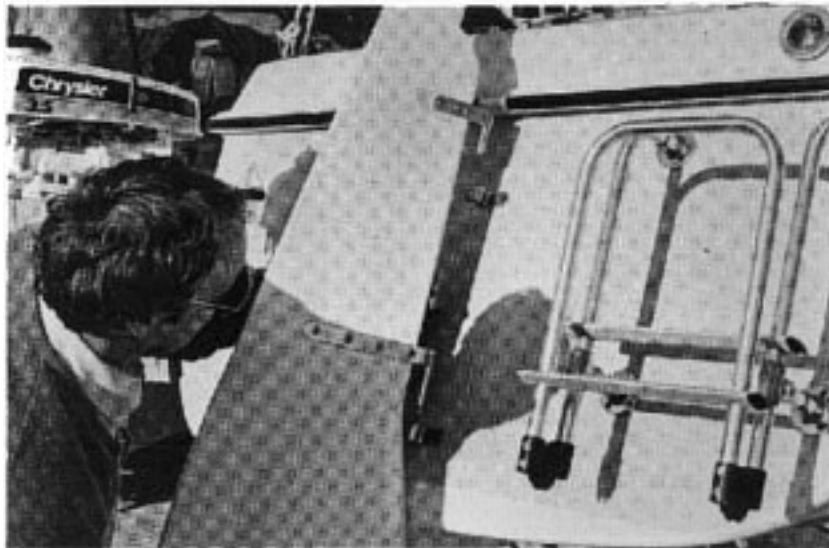


Figure 45



Figure 46

Now take the tiller and remove the bolt and wing nut (7045) from the tiller straps (7044) and install the tiller on the rudder head as shown in Figures 47, 48, and 49.



Figure 47



Figure 48



Figure 49

Be sure the tiller nut is secure on the rudder head.

Miscellaneous

Forward Hatch Operation

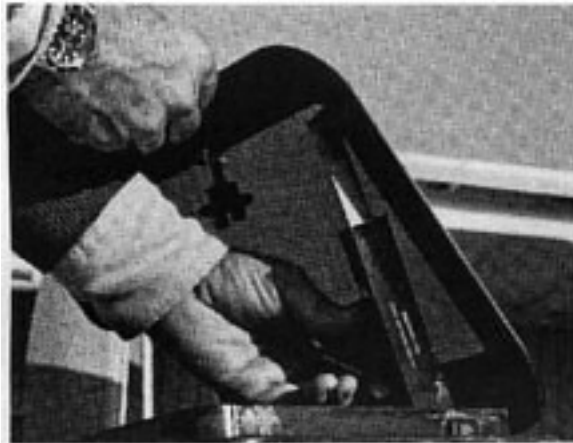


Figure 50



Figure 51

The forward hatch (7017) is easily opened. The knob in Figure 50 operates the up-and-down mechanism. The knob at the top of the hatch will secure the hatch in the down locked position as shown in Figure 51.

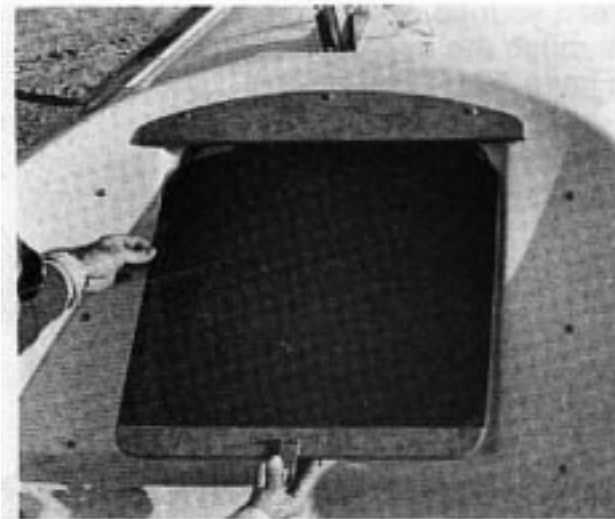


Figure 52



Figure 53

The plexiglass penboard cover fits securely in place, as shown in Figure 52, by lifting up the bottom edge of cover and sliding it under the bottom edge of the teak door trim. Also shown in Figure 53 is the installation of the optional vinyl cover for the companionway opening.

Optional Dodger Installation

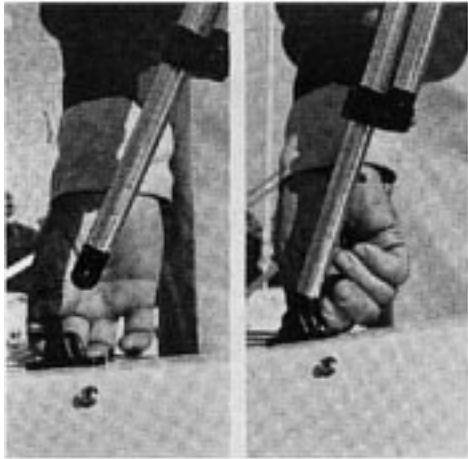


Figure 54

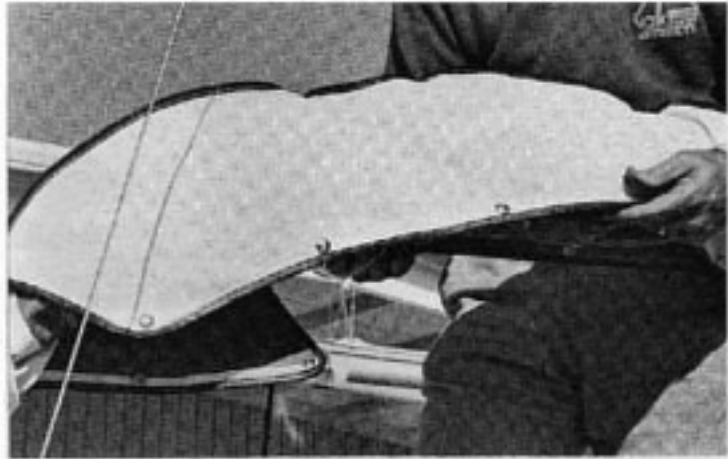


Figure 55

Begin by installing the two dodger ends into the pad mounted on the deck, as shown in Figure 54. Be sure the screw is fastened tightly. Next, remove the canvas protective cover from the dodger itself, as shown in Figure 55.



Once the cover is removed, untold the dodger and begin attaching the cover to the snaps already installed on your boat, as in Figures 56 and 57. After all the snaps are secure, you can then lead your jib sheets and furling line through the dodger, as shown in Figure 58.

Note: more detailed instructions for installation come with dodger kit.

Figure 56



Figure 57

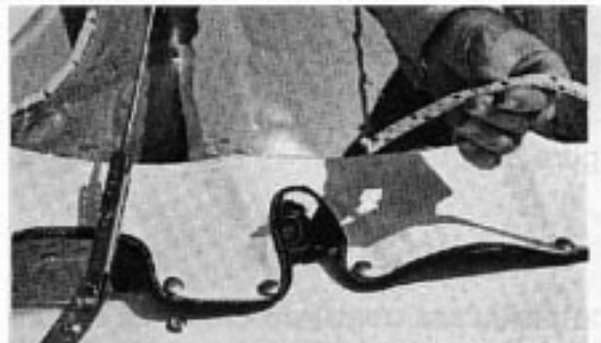


Figure 58

Optional Chrysler 3.5 Motor

Your optional 3.5 motor (7071) is easily attached to the motor mount (7067 & 7068) by securing the two thumb screws tightly to the motor mount. It is also suggested you tie a safety line between the motor and mount. Before starting the motor, be sure to loosen thumb screw as shown in Figure 60 so the gas tank gets air.



Figure 59



Figure 60

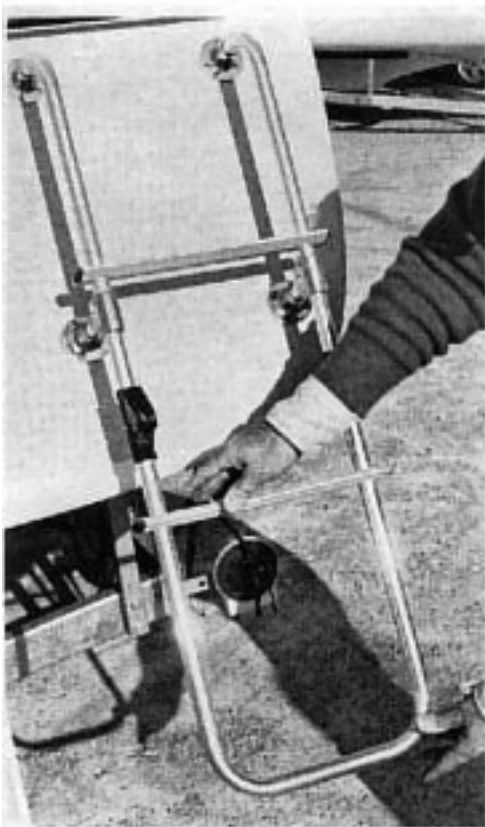


Figure 61

The standard swim ladder attached to the stern of the boat can be easily moved to the up or down position. To lower the ladder from the up position, simply lift up on the ladder and rotate it downward as in Figure 62. You can also use the ladder to board the boat while the boat is on the trailer, as long as the tongue of the trailer is secure.



Figure 62

Trailer Care and Use

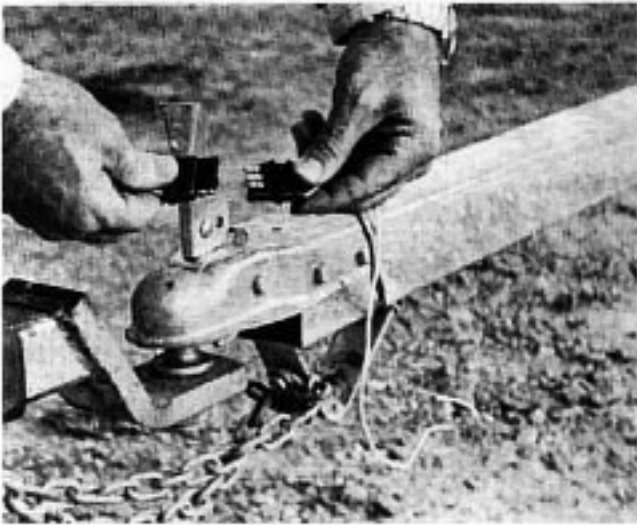


Figure 63

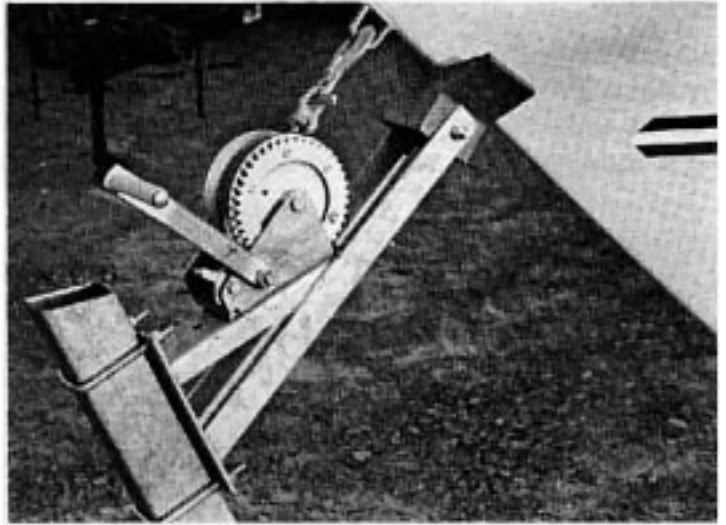


Figure 64

Be sure your trailer is hooked up properly before trailering. The trailer ball size is $1\frac{7}{8}$ ". Attach the trailer tongue to your car hitch as shown in Figure 63. Now check trailer winch in Figure 64 and be sure bow eye (7024) is secure.

Be sure the keel is resting on the center of the keel board as shown in Figure 65.

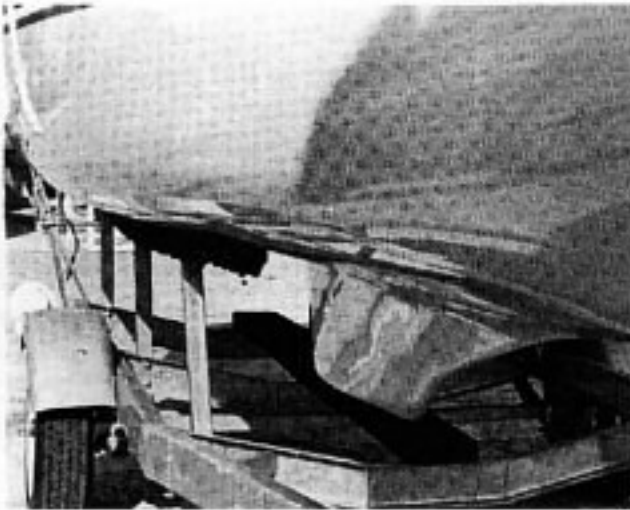


Figure 65



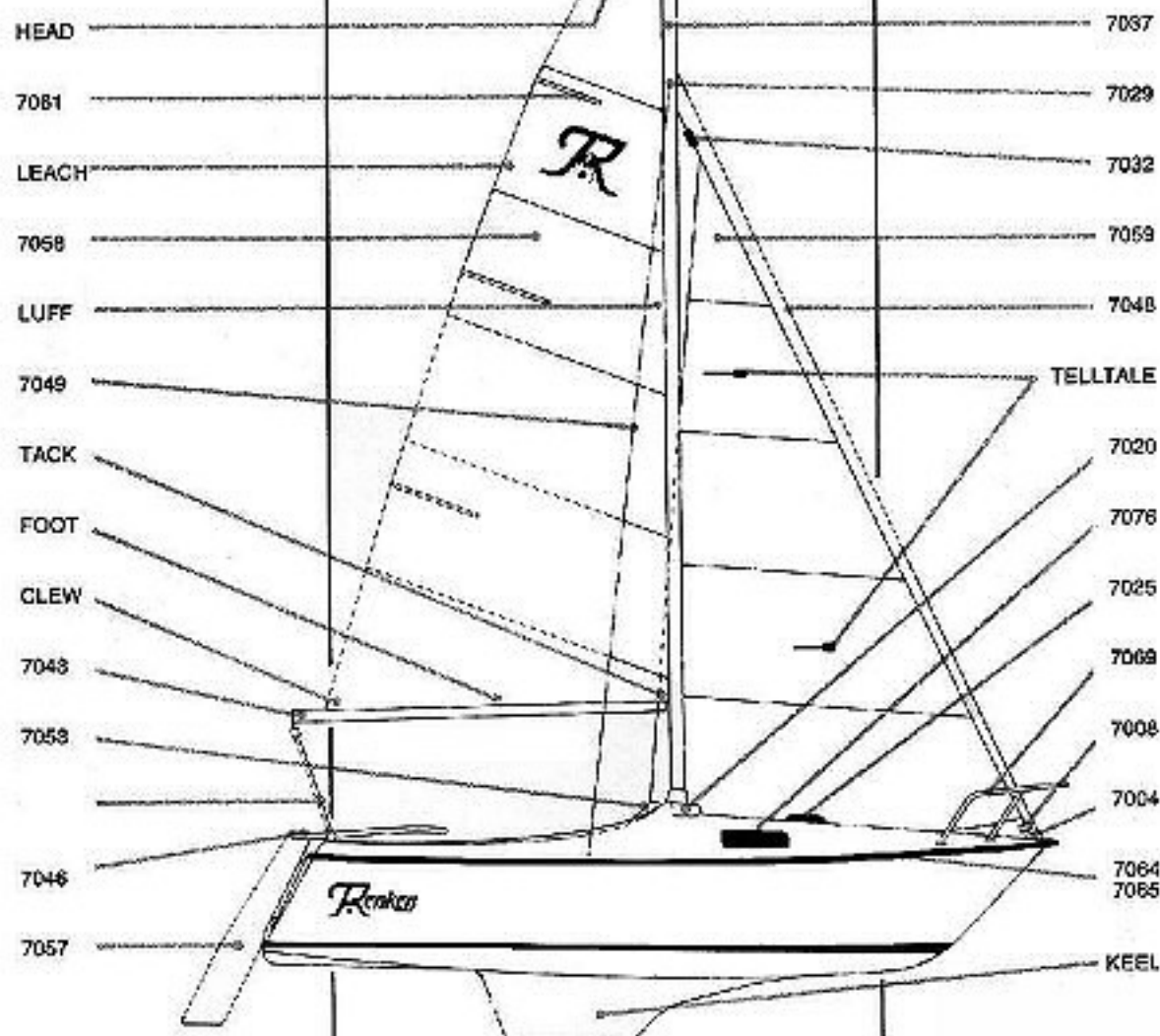
Figure 66

Self-lubricated bearings are standard on all Renken 18 trailers. Simply attach a hand grease gun to the fitting as shown in Figure 66.

Figure 64 shows the proper bow attachment on the Renken 18. Be certain the bow is snug into the bow bumper.

Tie down straps attached to one side of the trailer, over the cockpit and attached to the other side of the trailer are essential. Do not trail your boat without tie down straps.

Parts List



Part #	Item	Part #	Item	Part #	Item
7001	Swivel Jam Cleat	7029	Tang	7057	Rudder
7002	Chainplate	7030	Swage Forks	7058	Mainsail
7003	Stay Adjusters	7031	Swage Eyes	7059	Jib
7004	Stemhead Fitting	7032	Jib Furling Swivel	7060	Assembly/Owners Manual
7005	Bow/Stern Cleat	7033	Single Jib Halyard Block	7061	Battens (24 $\frac{1}{2}$ ", 24 $\frac{1}{2}$ ", 18" (1/8"
7006	Jib Furler Cleat	7034	Single Block with Becket	7062	Interior Cushions
7007	Jib Furler "D" Shackle	7035	Deadeye (Jib Halyard)	7063	Sail Numbers
7008	Jib Furler Drum	7036	4" Horn Cleat	7064	Rub Rail
7010	Padeye	7037	Mast	7065	Rub Rail Vinyl Insert
7011	Single Block	7038	Double Block	7066	Dome Light
7012	Teak Pen Board Retainer	7039	End Boom Tang	7067	OBM Mount Block
7013	Pinna	7040	Outhaul Block	7068	OBM Bracket
7014	Gudgeon	7041	Boom End Cap	7069	Bow Pulpit
7016	Lower Gudgeon	7042	Gooseneck	7070	Stern Pulpit
7016	Swim Ladder	7043	Boom	7071	Chrysler 3.5 Motor
7017	Companionway Hatch	7044	Tiller Strap	7072	Dodger
7018	Companionway Hatch (Teak)	7045	Tiller Bolt and Wing Nut	7073	Pen Board Cover
7019	Hasp	7046	Tiller	7074	Ranken Decal (Specify Color)
7020	Mast Tabernacle	7048	Fore Stay	7075	Ranken Stripes (Specify Color)
7021	Mast Tabernacle Pin	7049	Side Stay	7076	Forward Window
7022	Bow Light	7050	Jib Halyard	7077	Gelcoat (Specify Color)
7023	Stern Light	7051	Main Halyard		
7024	Bow Eye	7052	Mainsheet		
7025	Lexan Forward Hatch	7053	Jibsheet		
7026	Headboard Shackle	7054	Outhaul [5'(1/4)]		
7027	Single Mast Head Block	7055	Downhaul [5'(1/4)]		
7028	3/16 "D" Shackle	7056	Jib Furl Line [17'(1/4)]		



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