

**PICO**

# Rigging Manual

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# Pico Rigging Instructions

**The Pico rigging instructions are a guide to rigging your boat.**

**Important information:**

There are three hatches and one transom drain bung on the Pico, these must all be checked to ensure tightness and correct fit prior to sailing:

## 1. Glossary/Useful Boat Terminology

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**Aft:** Rearward

**Batten:** A thin stiffening strip in the sail to support the leach

**Boom:** Spar at the bottom of the mainsail

**Bow:** Front of the boat

**Burgee:** Wind direction indicator (usually a small flag)

**Daggerboard:** A vertical sliding board to prevent side-ways drift

**Cleat:** A fitting used for holding /securing ropes

**Fairlead:** A fitting that leads line in the most efficient direction for operation

**Foot:** Bottom edge of the sail

**Forward:** Towards the bow of a boat

**Gooseneck:** A hinge fitting connecting the boom to the mast.

**Gunwhale:** The outermost edge of the craft

**Head:** Top corner of sail

**Kicking Strap:** A line or series of lines between the base of the mast and the underside of the boom to control sail twist and boom positioning.

**Jib:** Front sail

**Leech:** Rear edge of the sail

**Leeward:** The side of the boat on which the main sail is set when sailing

**Luff:** Forward edge of the sail

**Mast:** Main vertical spar supporting the rig/sails

**Mainsheet:** The rope controlling the position of the mainsail

**Mast Step:** Integral tube where the mast heel/foot of the mast is located

**Port:** The left hand side of the craft looking forward

**Outhaul:** Purchase system for tightening the bottom edge/foot of the sail

**Reefing:** The ability to shorten sail appropriate to the degree of wind strength

**Shackle:** A 'U'-shaped piece of metal secured with a pin, used for securing halyard to sails

**Starboard:** The right side of a craft looking forward

**Stern:** Back of the boat

**Tack:** Forward lower corner of sail

**Tiller:** A length of tube, usually wood, aluminum or carbon fiber, which fits into the rudder head to allow steerage

**Tiller Extension:** A length of tube, usually wood, aluminum or carbon fiber, connected to the tiller by a universal joint that allows steerage while leaning out

**Transom:** Flat area across the back of the boat to which the rudder is hung

**Vang:** Purchase system for tightening the rear edge/leach of the sail

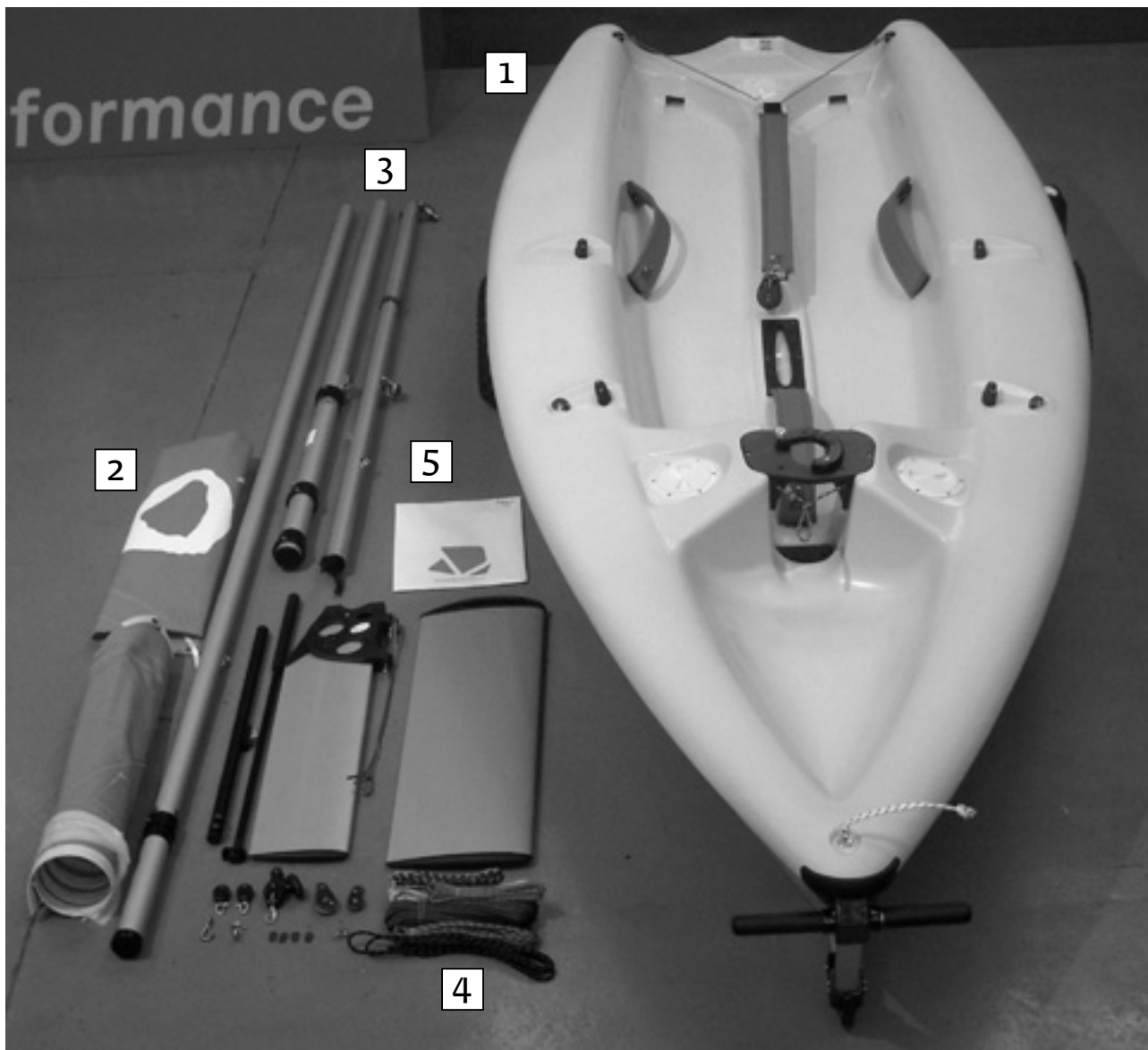
**Windward:** the side of the boat opposite to which the mainsail is set when sailing

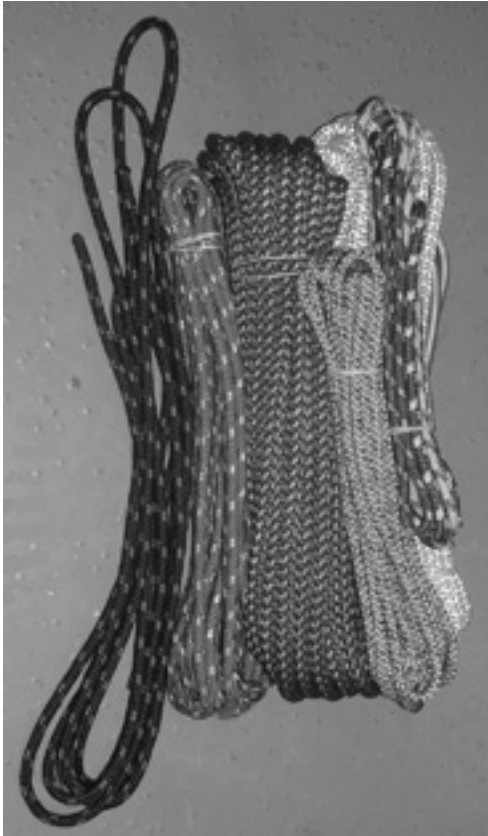
## 2. Parts of the Pico/Specifications

**Unpack your Pico and check that you have all the components.**

**Your Pico comes in the following main component parts:**

1. Pico Hull
2. Pico Sail Kit - Jib and mainsail
3. Pico Spar Kit - Upper/lower mast and boom
4. Pico Foil Kit - Dagger-board, rudder assembly, blocks, fittings and Rope Pack
5. Pico Document Pack - Rigging and owners manuals, sail numbers and CE certificate

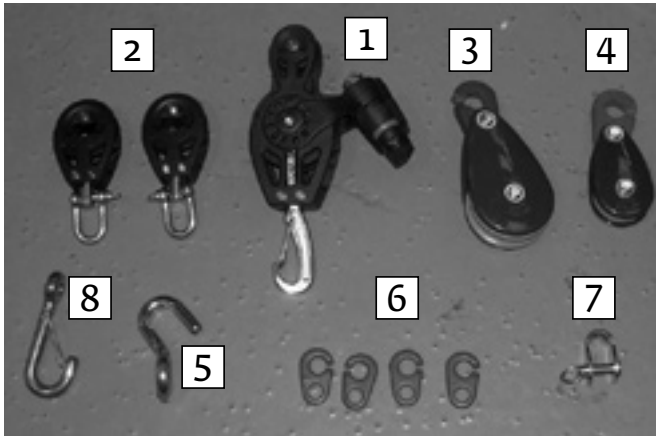




## Your Pico comes in the following main component parts:

### Pico Rope Pack (Supplied as part of foil kit)

1. Dagger board shock cord – Blue (5mm x 1.2m)
2. Clew outhaul shock cord – Blue (5mm x 1.1m)
3. Vang/kicking strap rope primary – Pre/s Black (5mm x 1m)
4. Vang/kicking strap control line – Pre/s Black (5mm x 2.3m)
4. Clew tie down - Pre/s Blue (4mm x 0.35m)
5. Traveller - Pre/s Blue (6mm x 1.2m)
6. Jib halyard - Pre/s Blue (4mm x 5m)
7. Outhaul control line - Pre/s Blue (4mm x 3.65m)
8. Cunningham control line - Pre/s Yellow (4mm x 1.25m)
9. Jib sheet – Yellow (7mm x 6m)
10. Mainsheet – Blue (7mm x 10m)



### Pico Blocks and Fittings

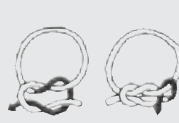
(Supplied as part of foil kit)

1. Vang lower block inc. hook x1
2. Vang upper blocks x2
3. Large traveller/block inc. sister clip x1
4. Small traveller block inc. sister clip x1
5. Twisted hook for clew outhaul x1
6. Loose sister clips x4
7. Rigging link x1
8. Jib tack snap hook for x1

## Useful knots to know



FIGURE 8 OR STOPPER KNOT



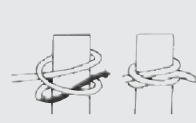
SQUARE KNOT



CLEAT

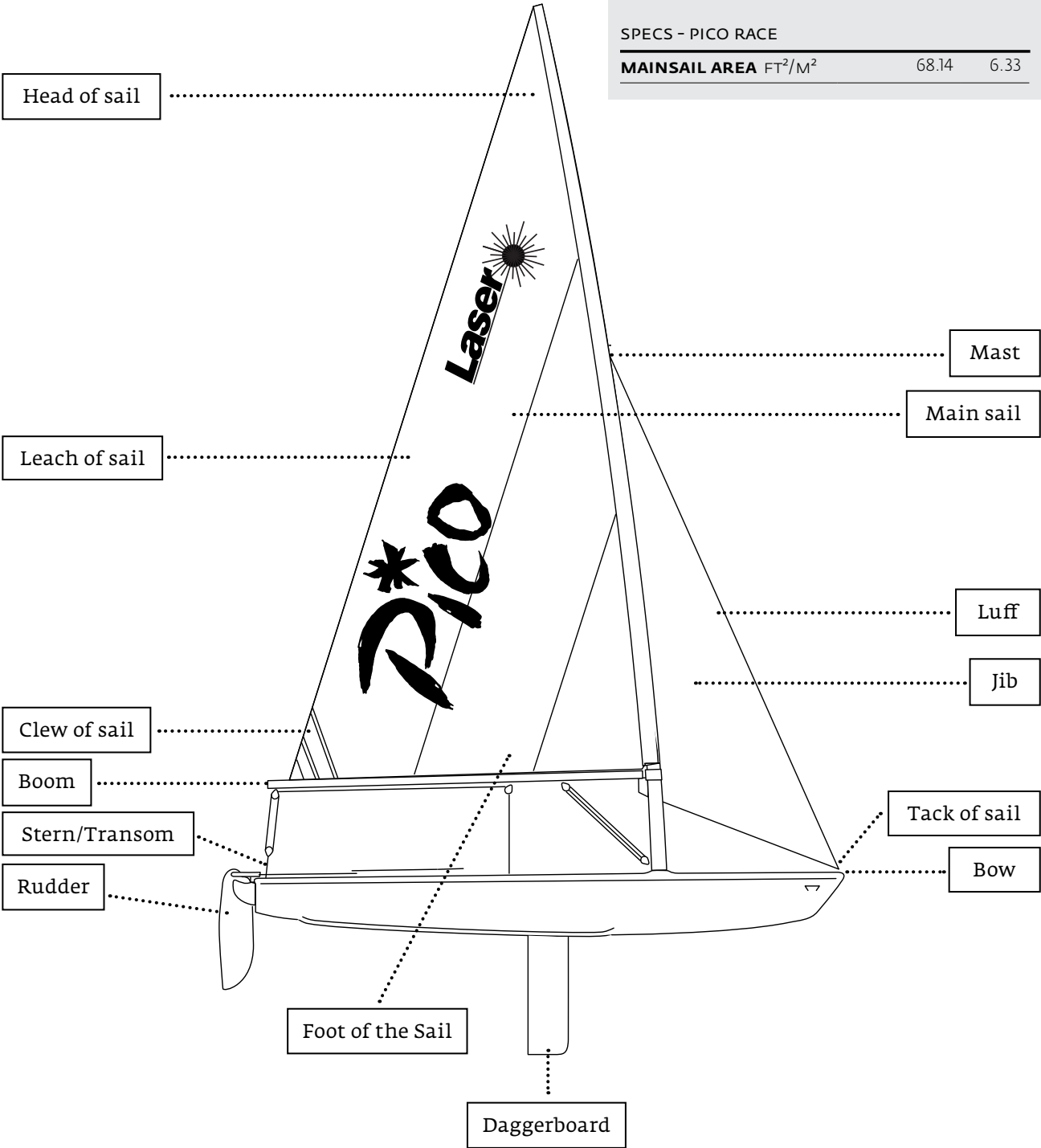


BOWLINE



CLOVE HITCH

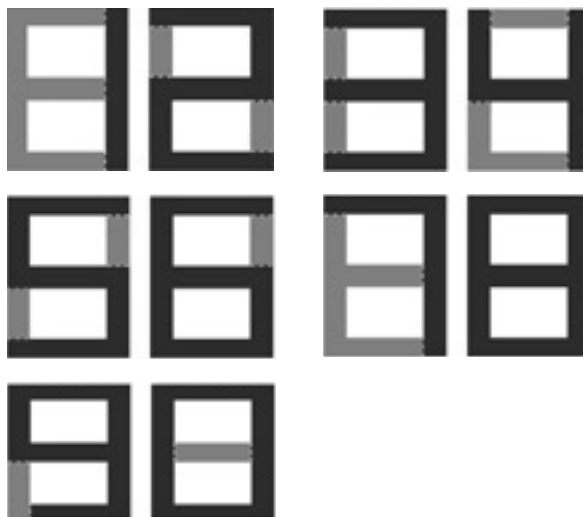
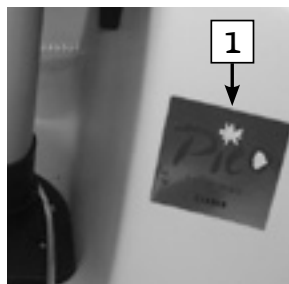
SPECS - PICO		
LENGTH	FT/M	11.48      3.50
BEAM	FT/M	4.69      1.43
DRAFT	FT/M	2.90      0.88
MAINSAIL AREA	FT <sup>2</sup> /M <sup>2</sup>	55.33      5.14
JIB AREA	FT <sup>2</sup> /M <sup>2</sup>	11.73      1.09
HULL WEIGHT	LB/KG	154.32      70.00
CAPACITY	1-3 PEOPLE	
SKILL LEVEL	BEGINNER-ADVANCED	
RACE LEVEL	CLUB	
OPTIMAL WEIGHT	LB/KG	132/176      60/80
TRANSPORT	TRAILER OR CARTOPPABLE	
SPECS - PICO RACE		
MAINSAIL AREA	FT <sup>2</sup> /M <sup>2</sup>	68.14      6.33



### 3. Sail Numbers

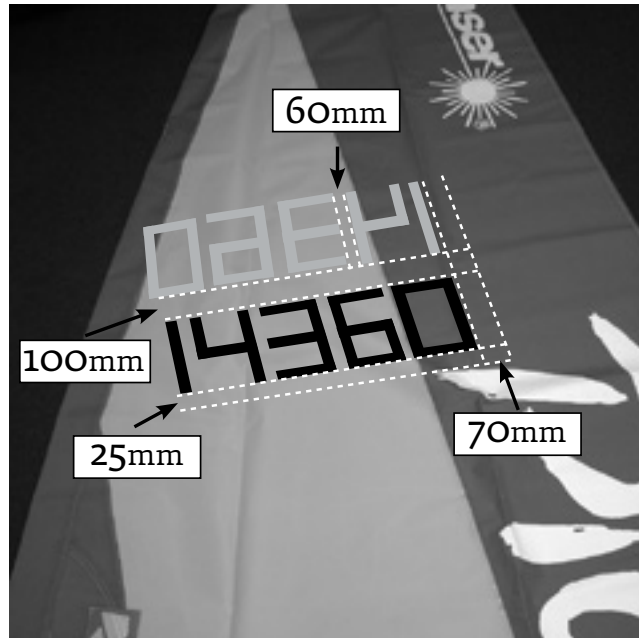
If you intend to race your Pico you will have to attach your sail numbers.

1. Identify the sail number of your LaserPerformance Pico by referring to the builder's serial number plate positioned on the starboard (right hand) side of the aft/rear facing mast buttress.
2. Cut the required sail numbers from the generic digital 8's supplied using the following guidance:
3. Cut on the dotted line to make the specified number.
4. Apply the sail numbers in a dry, clean and wind free environment using the following guidance:



#### Sail Number positioning – Standard sails

1. Lay the sail on a flat surface port side up.
2. The numbers on the starboard side are always higher than the port side.
3. Measure 25 mm above the “P” of the Pico screen print and draw the base line perpendicular to the leach and blue sail panel.
4. Measure 70 mm from the leach and draw a line parallel to the leach and perpendicular to the base line previously drawn.
5. Position the port sail numbers starting with the last digit squared to the base and leach lines.
6. The remaining numbers should be square to the previous number and 60 mm apart.
7. Turn the sail over and mark a line on the starboard side of the sail 100 mm above the port numbers.
8. Starting with the first digit, work from the leach line and position the sail numbers 60 mm apart as above.



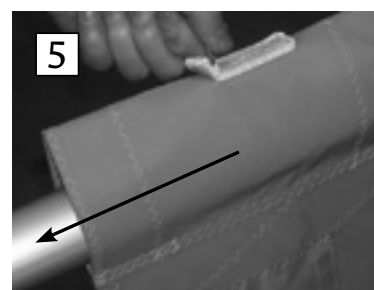
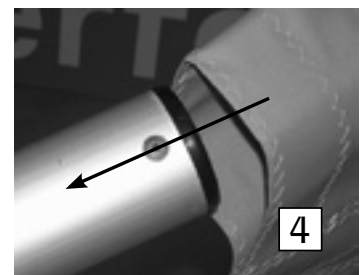
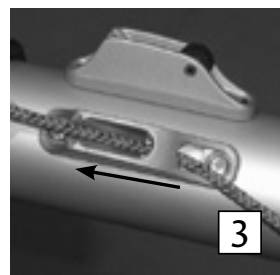
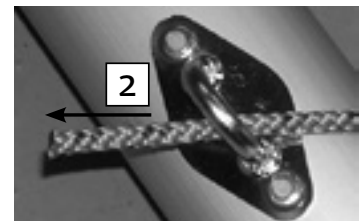
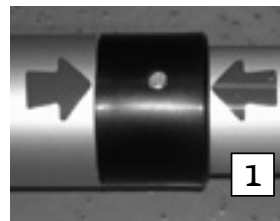
## Sail Number positioning – Race Sails (Optional extra)

1. Lay the sail on a flat surface starboard side up.
2. The numbers on the starboard side are always higher than the port side.
3. Measure 60 mm below the middle batten and draw a line parallel to the batten pocket. This marks the top line for the starboard sail numbers.
4. Measure 70mm from the leach and draw a line parallel to the leach and perpendicular to the line previously drawn.
5. Position the starboard sail numbers starting with the first digit squared to the top and leach lines.
6. The remaining numbers should be square to the previous number and 60 mm apart.
7. Turn the sail over and mark a line on the port side of the sail 60 mm below the starboard numbers.
8. Starting with the last digit, work from the leach line and position the sail numbers 60 mm apart as above.



## 4. Rigging The Mast and Cunningham

1. Insert the upper mast into the lower mast, making sure that the red arrows align.
2. Thread the jib halyard through the halyard plate eye on the upper mast.
3. Take one end of the halyard and pass it through the halyard cleat on the port side of the lower mast before temporarily tying the 2 free ends together.
4. Unfold the mainsail (try to keep it clean and dry) and sleeve it over the top of the mast and jib halyard, making sure that the mast stays together.
5. Slide the sail over the mast, with the cunningham D-ring on the sail facing forward in line with the cleats at the bottom front face of the mast.
6. Take care to ensure the upper edge of the topmast goes right to the head/top of the sail until it bears up against the webbing strap at the very top of the luff tube aperture.
7. If you are using the Race Sail, (Option) insert the 3 battens into the batten pockets ensuring that the batten ends engage into the fold at the outer edge of each batten pocket.



8. Untie the previously temporarily tied jib halyard ends and tie a Figure 8 stopper knot in the end that goes through the cleat.
9. Working from the jib halyard exit point of the mainsail, pull the non cleated rope end out from inside the mainsail luff (ensuring that it remains threaded through the eye) before passing it back down the mast. (This time outside the mainsail luff)
10. Temporarily re-tie this loose jib halyard end to it corresponding end (near the base of the mast) with a Figure eight stopper knot already tied in it.
11. Take the cunningham line and tie a small bowline loop around the D ring positioned on the lower forward edge (luff) of the mainsail. Pass the remaining loose end around the “bridge” of the cleat mounted on the front face of the mast.
12. Pass the loose end back around the D-ring before feeding it back though the cleat, tying a bowline loop/handle in its end.
13. Tighten the cunningham line just enough to remove any wrinkles in the luff of the mainsail before finally securing it in the cleat.



## 5. Raising The Mast

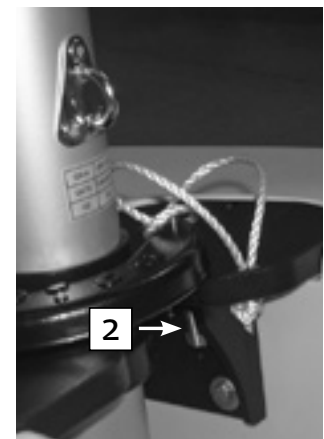
**WARNING: In windy or bad weather the boom can be rigged before raising the mast and without clipping it onto the mast.**

**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 and sailing.**

1. With the boat turned bow/front into the wind, remove the mast gate pin and open the mast gate. Lift mast into the boat, dropping the bottom of the mast into the mast step. Raise the mast into an upright position and the mast gate will close.

**Warning:** Do not let go of the mast at this stage or it may fall backwards.

2. Insert the mast gate pin into the mast gate claw. Remember to move the sliding tang to 90 degrees to lock the pin in position.



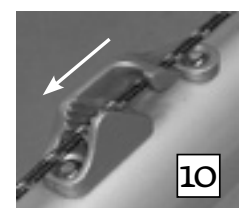
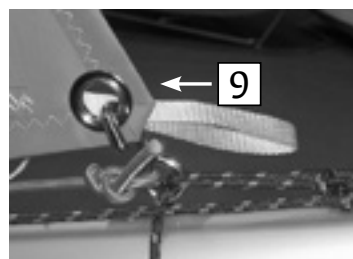
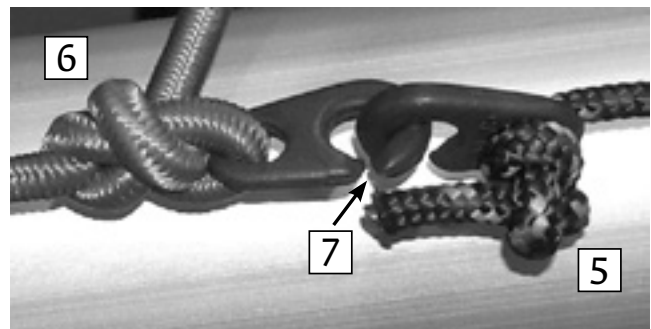
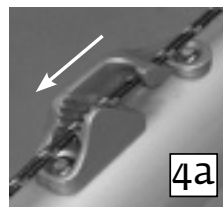
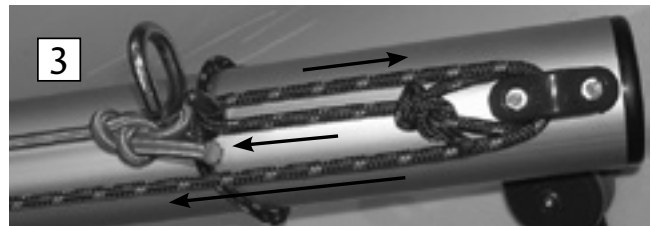
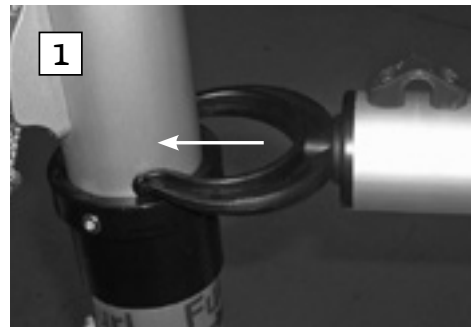


## 6. Rigging and Fitting The Boom

1. Clip the boom onto the mast above the black collar. This will require a firm push.
2. Pass the clew tie down through the clew outhaul twisted hook and around the aft/rear end of the boom to form a captive loop with both ends together using a reef knot.
3. Tie the clew outhaul line to the small plastic fairlead on the aft/rear end of the boom using a bowline. Pass the remaining loose end through the eye of the clew outhaul twisted hook and back through the plastic fairlead. This creates a 2:1 purchase cascade system as shown.
4. Pass the loose end forwards, through the cleat in the mid section of the boom and around the plastic fairlead mounted at the front of the boom.
5. Finally pass the loose end through one of the sister clips (loose kit part) before tying a Figure 8 stopper knot in its end.
6. Take the long piece of shock cord and tie one end through another one of the sister clips (loose kit part) before tying a Figure 8 stopper knot in its end.
7. Clip the two aforementioned sister clips together to form the tidy up line for your clew outhaul.
8. Take the shock cords remaining loose end and tie it through the clew outhaul twisted hook using a small bowline loop.

**Note:** This slightly elaborate outhaul arrangement creates a tidy and convenient endless system that can remain rigged on the boom once initially setup for your first sail.

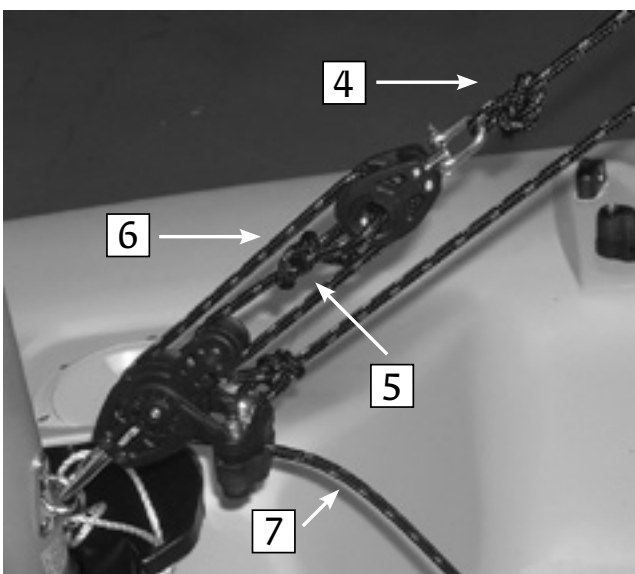
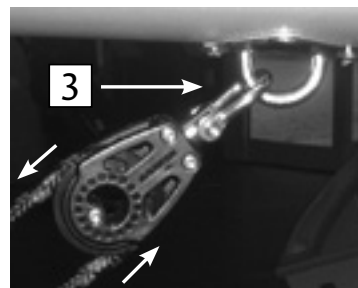
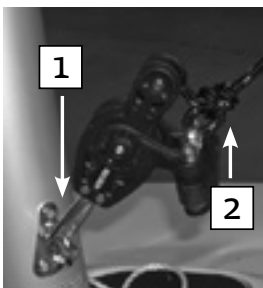
9. Ensure the boat is point bow/front in to the wind and connect the sail to the boom by locating the clew hook into the clew eyelet at the aft/rear corner of the sail.
10. Finally tension the clew out haul to the desired amount and secure it in the cleat on the boom.



## 7. Rigging and Fitting The Vang

**Note:** The Laser Pico is supplied with a 6:1 vang purchase cascade. (3 block system)

1. Take the vang lower block and using its integral snap hook attach it to the eye plate positioned on the aft/rear face of the mast. (Just above the mast gate)
2. Take the short (primary) vang line and attach one end to the becket of the lower vang block using a bowline.
3. Take one of the upper vang blocks and using the shackle provided attach it to the stainless eye plate positioned on the lower surface of the boom. (Near the front end).
4. Pass the loose end of the short (primary) vang line and pass it around the aforementioned upper vang block before attaching it to the shackle of the second (upper vang block) using a bowline.
5. Take the longer (secondary) vang line and attach one end directly through the central hole (Not around the pulley sheave) of the second upper vang block using a bowline.
6. Feed the remaining loose end around the purchase system as shown before passing it through the cleat of the vang lower block, tying a 30 cm diameter loop/handle in its end.
7. Tension the vang to the desired amount and secure it in the cleat that forms an integral part of the vang lower block.



## 8. Mainsheet and Traveler

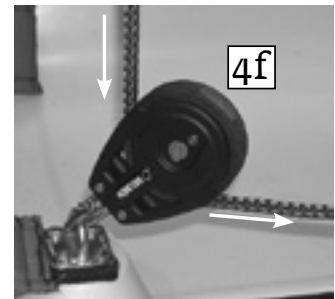
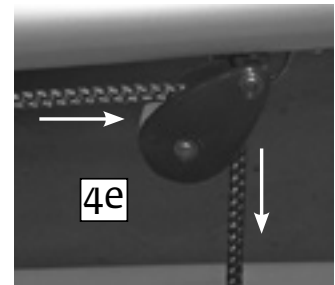
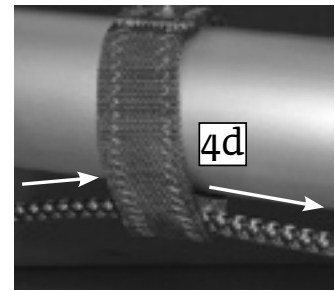
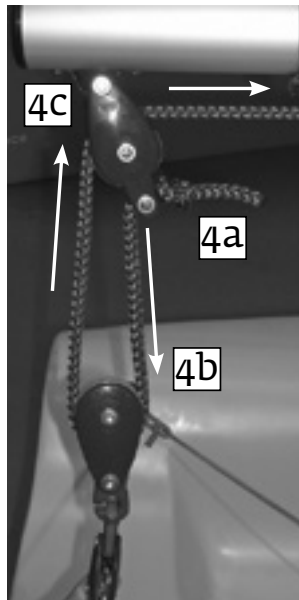
1. Join the large traveller block to the small traveller block using their integral sister clips.
2. To attach the traveller to the boat, take the traveller line and tie a figure of 8 stopper knot in one end before passing the non tied end through:
  - a. The small plastic fairlead on one side of the deck (Situating near the transom)
  - b. The smaller of the two traveller blocks
  - c. The small plastic traveller fairlead on the opposite side of the hull
3. Finally tie a Figure 8 stopper knot in the loose end.



4. When standing on the starboard/right hand side of the hull:
  - a. Tie a Figure eight stopper knot in one end of the mainsheet before passing the non tied/loose end through the becket of the boom aft/rear mainsheet block in a bow to stern direction.
  - b. Feed the loose end downwards, passing around the large traveller block in a bow to stern direction.
  - c. Feed the loose end upwards passing around the mainsheet block on the lower aft/rear surface of the boom travelling in a stern to bow direction.
  - d. Guide the loose end forward through the webbing sling immediately above the helm's cockpit area.

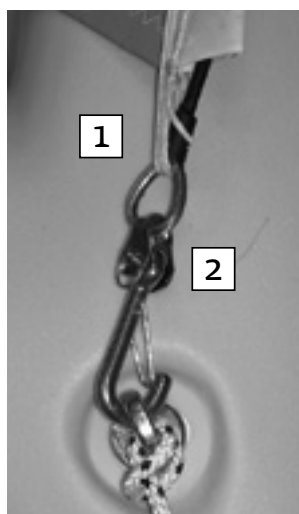
**Note:** This prevents the rope from sagging and getting tangled up around the helmsman during tacks and jibes!

- e. Pass the loose end through the remaining mainsheet block positioned on the lower mid-section of the boom travelling in a stern to bow direction.
- f. Pass the loose end through the mainsheet ratchet block situated on the up-stand/turret in the middle of the boats cockpit. (Take care to ensure the mainsheet passes through the block such that the ratchet block free wheels when sheeting in but locks when sheeting out)
- g. Finally tie a Figure eight stopper knot in the end of the mainsheet to prevent accidental unthreading when in use.

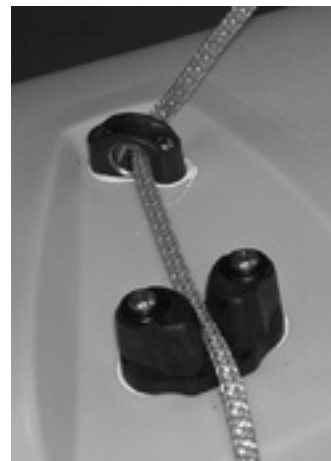


## 9. Rigging and Raising The Jib

1. Fasten the jib tack snap hook to the jib using the shackle provided.
2. Hook for the jib tack snap hook to the eye on the bow as shown.
3. Tie the jib halyard to the head of the jib using a small bow line loop.
4. Hoist the jib and cleat the halyard securely in the cleat. Then stow the free end of the halyard in the pocket on the tack of the mainsail.

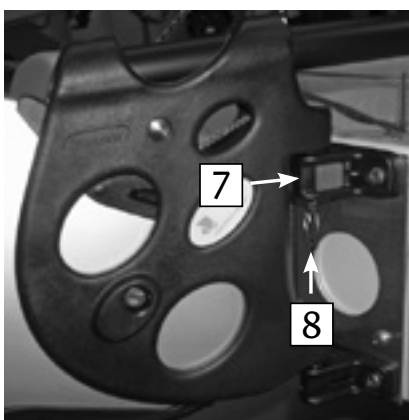
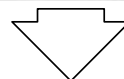
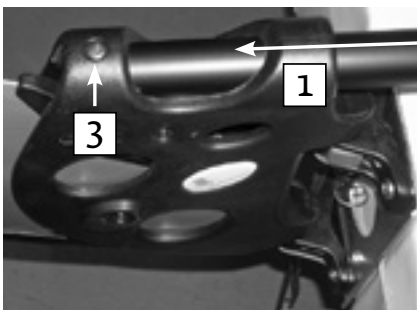


5. Tie the jib sheet onto the jib clew by taking the jib sheet in the centre and passing the loop through the clew cringle. Pass the two free ends through the loop and pull tight. Ensure that the two rope ends are the same length.
6. Thread one loose end of the jib sheet through the plastic fairlead on the port deck and the other through the corresponding fairlead on the starboard deck. (immediately aft of the mast buttress)
7. Finally tie a Figure eight stopper knot in each loose end to prevent accidental unthreading when in use.



## 10. Fitting The Rudder Assembly

1. Insert the aft/rear end of the tiller arm tube in to the rudder head tiller arm hood travelling in a forward to aft/rearward direction.
2. Line up the tiller arm retaining screw hole with its corresponding recess/hole on the uppermost aft/rear surface of the rudder head tiller arm hood.
3. Locate the tiller arm retaining screw, driving it carefully through both the rudder head and the tiller arm.
4. Clip the tiller extension to its mounting bracket on the uppermost forward surface of the tiller arm.
5. Take the rudder assembly and pass the tiller extension and tiller arm under the mainsheet bridle stop at the aft/stern edge of the boat.
6. Lower the rudder head assembly onto the rudder gudgeons situated on the stern/transom of the boat.
7. Ensure the integral rudder gudgeon clip (blue) is successfully engaged, resulting in the rudder head automatic “clicking” in to place securely.
8. Fit the secondary rudder retaining split ring through the upper pintle pin.



**Note:** 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 inward.

When adjusting the kick-up cleat mechanism on your Pico rudder, we strongly recommend that you set the cam at the minimum setting and progressively increase it to suit your experience and style of sailing.

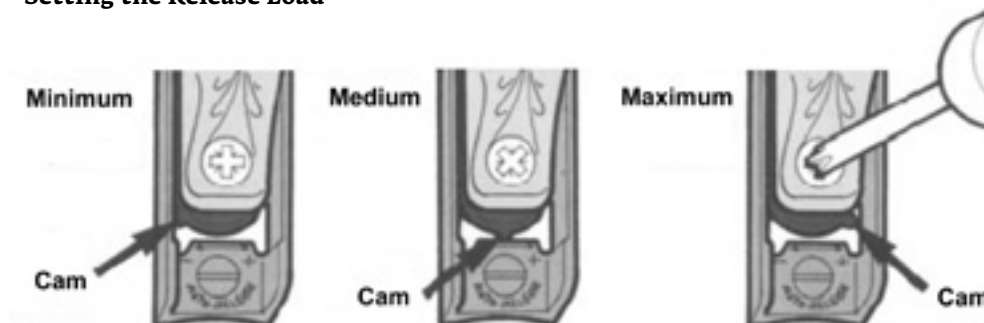
If racing and sailing in strong winds you will want to set the kick –up load higher. If recreational sailing off the beach you will want to set the kick up much lower.

.....  
**Warning:** Running aground with the kick-up set incorrectly could damage your rudder and the hull.  
.....

The auto-release cleat provides the neatest and 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. The cleat holds ropes securely, yet will release them immediately when the cleat is overloaded. Once tripped, it can be easily reset in seconds by just pushing the cleat back down into its base.

The cleat is also fitted with an adjustable cam so that the release tension can be set to suit the boat and local conditions. The cam is adjusted until the rudder blade is held down reliably under maximum sailing conditions. The cleat will then be set so that the least strain is put on the rudder if it hits an obstacle.

#### Setting the Release Load



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

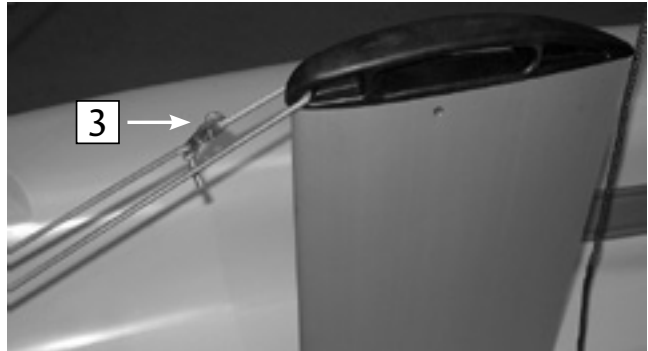
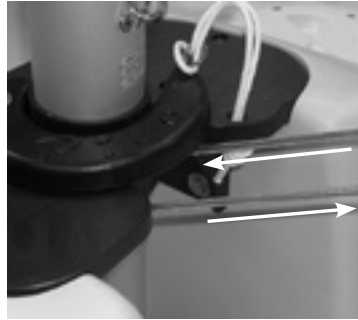
.....  
**Warning:** To avoid damaging equipment, make small adjustments and test each increase. Tests show that release loads of 240kg (530lbs) are possible with the cam at “maximum” setting. Smaller or worn ropes release at higher loads than larger new ropes.  
.....



## 11. Fitting The Daggerboard

1. Thread the daggerboard shockcord through the small hole in the forward top corner of the daggerboard.
2. Put one of the remaining sister clips (loose kit parts) on each end of the shockcord before tying a figure of eight stopper knot in each end of the line to prevent unthreading.
3. When you put the board into its slot upon launching, you can then loop the shockcord retaining line round the base of the mast (Below the mast gate) and clip it together.

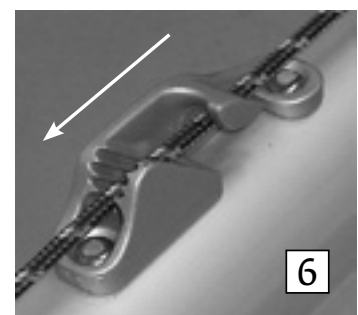
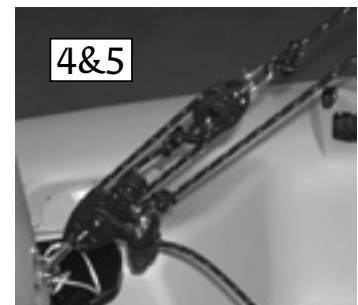
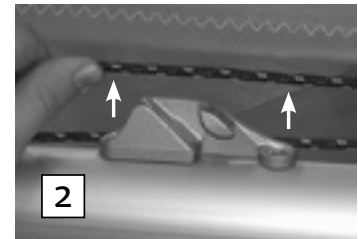
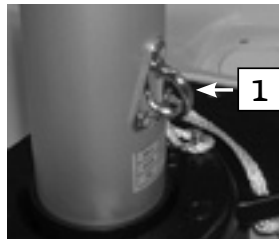
**Warning:** If the daggerboard is not secured using the shock-cord and fully re-tracts during a capsize, the boat will invert and there is a risk of entrapment.



## 12. Mainsail Reefing/ Stowing The Mainsail

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

1. Ease the vang and unhook the lower vang block from the eye bracket on the aft face of the mast immediately above deck level.
2. Un-cleat the outhaul control line
3. Rotate the mast through 720 degrees (two complete turns) in a clockwise direction.
4. Re-attach the lower vang block to the eye bracket on the aft face of the mast immediately above deck level.
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 and secure it in the cleat that forms an integral part of the lower vang assembly.



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

**Note:** If your Pico is not being used for more than a day or so, all sails should be stowed dry and clean in the sail bag provided.



## Your Pico Is Now Ready For Launching!

### 13. Launching and Basic Safety On The Water

#### Before You Go Sailing:

1. Check to make sure you are wearing suitable clothing and safety equipment for the conditions and time of year.
2. Always wear a buoyancy aid or life jacket
3. Make sure a third party knows where you are sailing and how many of you are sailing.
4. Check the weather forecast
5. Check the time of high and low tides if applicable.
6. Seek advice on local conditions if sailing in a new area.
7. Always check the condition of your craft before setting off .
8. Check for overhead cables when rigging, launching and recovering.
9. The use of a LaserPerformance supplied Pico mast head float is highly advisable.

*(This device will assist in the prevention of complete inversion in the event of capsizing)*

#### Launching

1. Raise the rig with the boat facing into the wind.
2. Launch the boat using the appropriate launching trolley/dolly.
3. Take the boat into the water with the bow facing into the wind.
4. Ensure that there is enough water to float the boat off the trolley/dolly.
5. When there is enough water below you, lower the daggerboard and rudder fully.
6. Cleat the rudder downhaul in the cleat on the tiller.
7. The rudder and the daggerboard should be raised before coming ashore.

#### On The Water

1. Conform to the sailing rules of the road.
2. Look out for changing weather conditions.
3. Never sail beyond your ability or that of your crew.
4. Understand and be competent in sailing skills and righting techniques.

## 14. Care, Maintenance and Service of your LaserPerformance Product

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

### Maintenance

- Keep the 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 not serious and can be removed with a fine abrasive.
- Excess water should be removed from the hull.
- Ropes, rigging and fittings should be checked at regular intervals for wear and tear, including winch gear.
- All moving parts should be lightly lubricated to avoid jamming, i.e., McLube, dry Teflon or a dry silicone based spray. Do not use oil.
- Inspect shackles, pins and clevis rings and tape up to stop snagging sails, ropes and clothing and to prevent them from coming undone.
- When refastening screws do not over tighten as this may strip the thread and 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/Dollies

- It is highly recommended that a trolley/dolly is used to launch and recover your boat. Dragging your hull up onto a beach or slip way will wear away the gel coat or polyethylene and damage the boat. Also, the hull should not be left on a pebble beach as the hull skin could be dented.
- Trailers should be rinsed with fresh water and checked at regular intervals. It is recommended that trailers be serviced annually. The trailer and road base should never be immersed in water.
- Trailers and trolleys supplied by LaserPerformance are designed to transport the hull in the best possible manner to avoid damaging the hull. For instance, LaserPerformance does not recommend support hulls on rollers except on the keel line and only where there is a reinforced keelson. We also recommend gunwale hung trolleys for our smaller products. Hulls supported by a trolley bunk or wide strap must have the ability to drain water away from the hull. Trolley bunks padded with carpet or foam can cause blistering in the gel coat and changes to the hull color. Please do not transport your LaserPerformance product on a trailer or trolley that has not been specifically designed for the product. Hulls damaged through using an incorrectly designed or wrongly set up trailer or trolley are not covered under warranty.
- 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 first to prevent cover flap damage to the top sides of the hull.
- Repairs to the polyethylene or GRP hulls should be undertaken by persons with the relevant equipment and skills. Contact LaserPerformance for advice.

### Storage

- Your boat should always be tied down securely to the ground when not in use.
- UV light will cause fading to some components and fittings. A cover is recommended to reduce the UV degradation.
- Do not leave the rig under tension when not sailing or during storage.
- Care must be taken to support the hull adequately if storing on racking or similar. Any sustained point loading could permanently dent or distort the hull.
- Under covers for LaserPerformance products should be produced from a breathable or semi breathable fabric to allow moisture to evaporate away from the hull. This is essential to prevent damage to the hull skin. Also, the hull should never be left in the under cover wet or damp. A combination of moisture and heat over an extended period can also damage the hull. The under cover is designed to protect the hull when being transported and should be removed when the hull is being stored. Typical damage includes small bubbles or blisters, excessive print through of glass reinforcement, foam or wood and color change.
- Rudders and centerboards must never be stored wet in carry/combo bags. This can cause blistering, print through and warpage.
- All our GRP products are designed to be dry sailed. In other words stored on dry land. If you intend to leave your boat on a mooring for any length of time it is essential that you apply an osmosis barrier coat. LaserPerformance can recommend a suitable product.

### On Water Towing

- Towing your LaserPerformance product at high speed (10 – 20 knots) behind a rib or power boat can seriously damage the hull. Boats damaged in this manner are not covered by the warranty. LaserPerformance recommends a maximum towing speed of 6 knots.



## 15. Examination Report



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/R1179-001-I-05  
**Date of Issue** 31-May-2017  
**Manufacturer** Laser Performance (Europe) Ltd.  
Station Works  
Long Buckby  
NN6 7PF  
United Kingdom

**Product Description** Laser Pico

<b>Description of Product</b>	Sailing dinghy with rigid hull	
<b>Design Category</b>	C	No of hulls: 1
<b>Length (m)</b>	Max. ( $L_{max}$ ): 3.58	Hull ( $L_H$ ): 3.58
<b>Beam (m)</b>	Max. ( $B_{max}$ ): 1.38	Hull ( $B_H$ ): 1.38
<b>Maximum Load</b>	People: 2	Mass (kg): 175
<b>Displacement (kg)</b>	Light Craft: 90	Max. ( $M_{Loc}$ ): 265

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 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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