



Cunningham Boats

GENERAL INSTRUCTIONS, NOTES, AND SUGGESTIONS FOR USING AND CARING FOR THE CHIRONOMID.

If your boat has been shipped in a crate or with strapping protection the first thing you must do is install the 2 universal receiver tubes which straddle the hull below the gunwales in the stern end of the boat. The longest tube is installed closest to the stern. For ease of assembly the receiver holes in the hull and the correct tubes for each are marked with labels (A and B). install the tubes through the holes and under the U clamps. Make sure the small holes in the receiver tubes are facing upward. Measure to insure they are perfectly centred and clamp them down tight. You will never need to remove them again from the hull unless you need to pack the boat for freight shipment.

- Always wear an approved flotation device and carry a baler, rescue rope, and whistle.
- Do not operate the boat in violent wind, water, or lightning conditions.
- The Chironomid is very stable, however it can still capsize if a pontoon's flotation capacity is exceeded. Do not submerge one of the pontoons while leaning the boat.
- Keep clear of wharves and floating docks. The boat is designed to be launched from shore. Trying to board or disembark from a dock is dangerous as the pontoons keep the central hull at a precarious distance.
- Do not use drugs and alcohol while operating the boat.
- Polish the outside of the boat with 303* Protectant at least once a year. Apply the 303 to the oar towers, deck plates, and seat as well.
- It is advisable to apply Trek 7 Ray Bloc UV protectant to the inside of the boat once a year, especially if it is frequently left in the sun in an upright position. i.e. at a dock.
- If you sometimes spray out the inside of the boat at a car wash it's best to not use soap. The texture of the inside will retain a soap residue.
- The Chironomid is designed to employ double "vertical" anchoring. Optimum weight for each anchor is approximately 7-8 lb. The reel system is not designed to handle anchors over 12 lb. Pyramid or cannonball anchors work best.
- Clearing the anchors of weed buildup can be accomplished by raising and lowering the anchor a few feet a couple of times within the water column or by taking an oar from it's socket and using the oar blade.
- The swivel seat mount, anchor reels, and oar locks may be lubricated from time to time with Fluidfilm* lanolin-based lubricant. Do not use a solvent-based lubricant on plastic parts.

- 5/32" or 3/16" braided nylon rope is recommended as anchor line. It is preferred that the line feed from the top of the reel. Feed the line to the bow through the eye bolt on the starboard side of the boat. The reel has a capacity of 60' to 75' depending upon which gage you use.
- The lock lever for the anchor reel system is located on the under-side of the reel mount bar.
- The slide and lock extensions on the oar and pontoon outriggers have tape bushings to prevent squeaking and rattling. The bushings are made of 1" wide black Gorilla* tape. The receiver tubes are bevelled at the end edges to prevent catching and damaging the bushings, however care should be taken at this contact point when inserting the extensions. Should the bushings become damaged, however, 2 carefully applied even wraps of Gorilla* tape replace the damaged wrap. It is best to butt the end of the 2nd wrap up to, but not over, the beginning of the 1st wrap. The bushings will last a long time if not inadvertently damaged.
- When inserting the oar outrigger extension hold it by the short elbow for better control and insert just as far as the U clamp, lift the U clamp with your other hand, push the rest of the way in, and tighten the U clamp.
- Keep the carriage bolts of the seat cross-beam tight. The whole seat mount system is designed in such a way as to allow flexing. This prevents damage at any critical point in the event of a large strain. After a brief break-in period the nuts and bolts of the seat-mount system should be re-tightened.
- Always set up the boat with the stern in the water to insure flotation clearance for the pontoons. Setting up the pontoons first will also maintain the boat in a level position and make it easier to install the rest of the rigging.
- The spoon oars are correctly mounted if the spoon curves inward and the slightly wider side of the blade heel is on the underside when the oars are in their cradles.
- It is important to line up the oar blades perfectly vertical for best performance.
- It is important to line-up the pontoon outriggers parallel to the centre line of the boat. The indentations on the pontoons can help with alignment in this regard.
- The fat side of the pontoon cam lever is the correct cam side. Keep the cam quite tight when operating the boat to avoid a wave pushing the pontoon off parallel.
- The 2 rigging receiver tubes in the stern need never be loosened, or removed from the boat.
- Always launch and land the boat with the bow into shore. This ensures 3 things: 1. easy access to the seat. 2. no damage to the pontoons. 3. no damage to the hull, as the skid plate is on the bow end.
- The height adjustment of the pontoons should allow them to be just slightly submerged when at rest; or no substantial wash over the pontoon bow when travelling at full speed.
- When launching the boat extend the stern out into the water as far as possible, orient the seat toward the bow (facing you), put one foot in the middle of the boat, halfway between the seat and bow thwart. Grasp both sides of the seat and push off with the other foot. Sit down and then immediately swivel around to face the stern in the rowing position.
- When anchoring bring the boat to a full stop and lower the anchors quickly, straight down. When raising anchors flip off the lock and use both handles on one reel to first

get the anchor unstuck from the mud, or weeds etc. before shifting to one-handed cranking.

- Rowing the Chironomid is different than other boats, but is very comfortable. You will become used to it very quickly. It is recommended that the oars be set up so that there is about 20" between the oar handle butts when they are both extended straight out perpendicular to the hull. The pulling position is more flat and at your side than in other styles which need greater leverage than the Chironomid. This affords the Chironomid greater blade speed (or alternatively a more relaxed stroke).
- The boat can carry a lot of gear. Try to distribute weight to maintain even balance for optimum performance.
- When operating the boat in the rain it is useful to have a sponge available to clear excess water accumulation inside the hull.
- When transporting the Chironomid on roof racks it is best to orient the bow to the front of your vehicle so as to avoid wind noise from the stern receiver tubes. Two Chironomids will fit easily on most roof rack systems. Ensure the 2 boats cannot touch and rub while travelling rough roads.
- Always store the boat with the bottom of the hull facing upward.
- Store the boat out of direct sunlight whenever possible, especially during winter storage, and do not allow snow to accumulate on or in it.
- All maintenance products are available from Cunningham Boats.