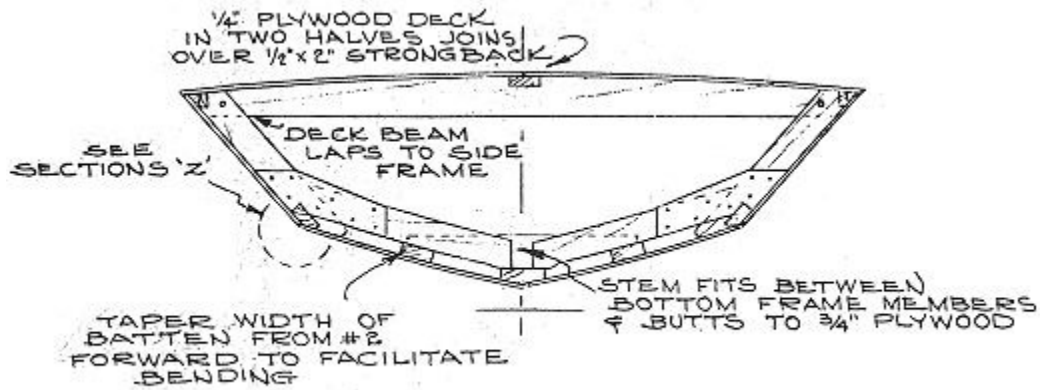
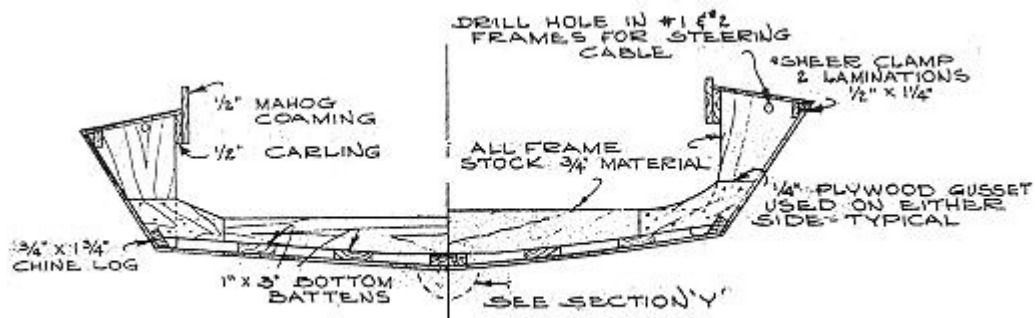


TNT Notes

Section details

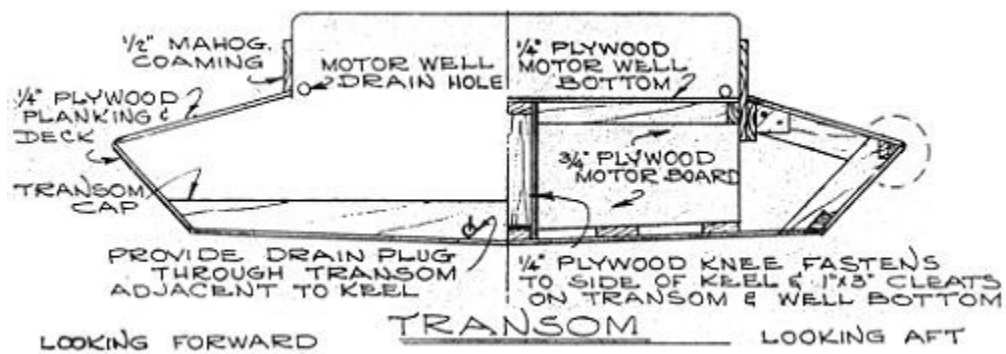


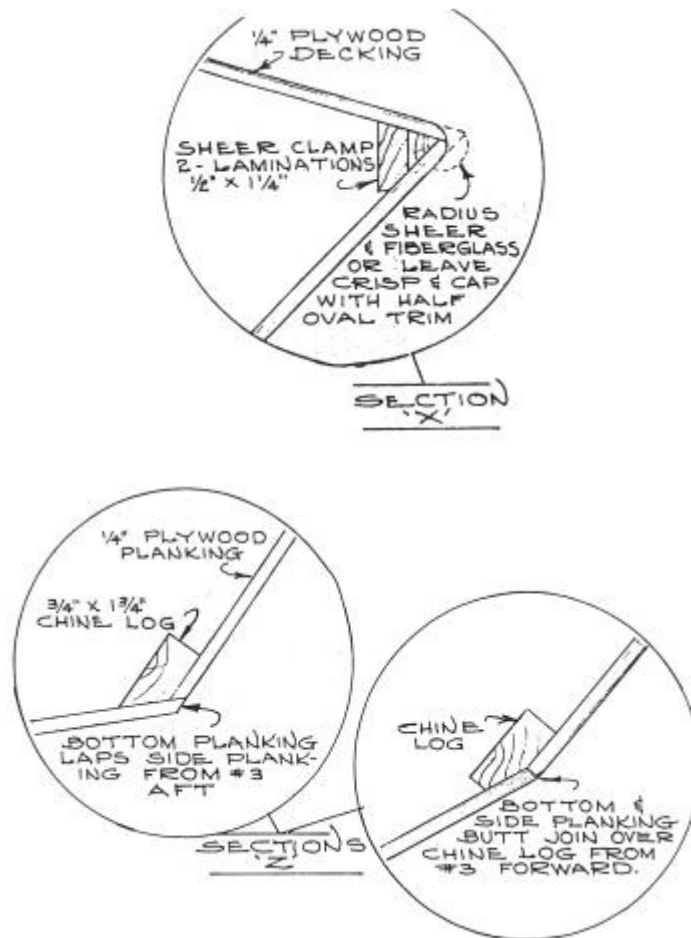
FRAME 3



FRAME 1

FRAME 2





From the TNT Instructions:

CONTROLS: A spring loaded type control is advisable, although the standard outboard motor control can be used. Usually the most convenient point is on the coaming adjacent to the helm. The control may be lead between the battens and curved upwards over the motor well area.

OUTBOARD MOTOR: Under BIA regulations the maximum power for this boat is 25 HP. We feel this could be safely exceeded by at least 10 HP without problem. Obviously this type of boat is for semi-competition or high speed in any case. For pleasure use, the US Boating and Safety Act formula yields a maximum of 15 HP. After launching experimental adjustments as to height and angle of motor should be made to maximize performance. Use a series of 1/4" shim strips under the motor clamps to raise the motor. Raise the motor, progressively changing the angle of tilt with each setting until it cavitates on a turn. Drop down one shim and this should be close to the proper height. Of course, only a short shaft motor should be used on this size of boat. The gas tank should be held in position aft of Frame #1 with tank chocks or by a plywood

panel screwed over the battens and the tank fitted and held down by shock cords.

SEATING: No seats are shown in the drawings. In a fast boat of this type most drivers will prefer to kneel in order to maximize performance, leaning forward until the boat planes, then settling back. Use a cushion between Frames #1 and #2 to protect the drivers knees. This cushion may be supported by a 1/4" floorboard or merely rest on the bottom. The advantage of the floorboard is to keep the cushion out of any water that may be in the bilge.