

DragonFlyer 3.2 ordering overview

DRAGONFLYERS!

We're offering a 10% discount on the price of the complete DragonFlyer kit (including main and jib) and also a 10% discount on all options.

ORDERING KITS: To reserve your DragonFlyer kit, please send us a note or give us a call. We request a \$300 deposit to hold your place; you may do this through our online storefront; by calling us with your CC #, or by mail with check or CC#. We'll then send you an official order form and all the necessary details.

ORDERING FINISHED BOATS: We're very pleased to be able to offer a 10% discount for completed boats as well. If you'd like to order a custom boat built by us, please give us a call or send us an email so we can discuss your ideas and give you a quote for your DragonFlyer and set up a payment schedule.

We're happy to answer any and all questions: brooksboatsdesigns@gmail.com; 207-359-2491 and 207-460-1572; John Brooks & Ruth Hill, 831 Reach Road, Brooklin, ME 04616.

PLEASE ALSO SEE THE SECTION "MORE DETAILS" (BELOW) FOR MANY . . . MORE DETAILS.

The DragonFlyer consists of

PART A. The hull; everything but the rig

- **Hull kit:** Hull and everything directly attached to it, including centerboard, rudder, & tiller; also attached hardware, and fiberglass cloth for the bottom.
- **Epoxy:** Plenty of epoxy & fillers for the whole project (one gallon resin plus hardener); metering pumps; manual.
- **Friendly, clear, detailed step-by-step manual with abundant clear photographs.** The complete building manual accompanies the Part A hull kit, as does a detailed list of all fasteners, hardware, rigging, etc., for reference while building and for planning.

PART A \$1,367.00 (reg. \$1,518.00)

PART B. The rig: spars, sailing hardware, and rigging

For the main and jib.

- **Spar stock:** Clear Douglas fir stock for mast, yard, boom, and bowsprit.
- **Sailing hardware, fasteners, and rigging:** Everything you need for DragonFlyer's main and jib.

PART B \$730.00 (reg. \$811.00)

SAILS. FlyerOne main & jib

- **FlyerOne rig** (59 sq.ft total), fully battened main & jib; white; no reef
(Options: colors and reef; asymmetrical; larger FlyerTwo main & jib; please see below)

SAILS (main & jib) \$738.00 (reg. \$819.00)

TOTAL: DRAGONFLYER KIT plus SAILS \$2,835.00 (reg. \$3,148.00)

SAIL OPTIONS

- **Sail color** \$40.00 (reg. \$ 53)
For main and jib; many fun possibilities!
- **Reef in the main sail** \$91.00 (reg. \$98)
- **Asymmetrical sail** \$360.00 (reg. \$400.00)
with associated hardware and rigging; your choice of color.
- **FlyerTwo main and jib**
The DragonFlyer's optional larger rig; 70 sq.ft. total
Instead of FlyerOne main & jib add \$63 extra (reg. \$81)
In addition to FlyerOne main & jib \$ 801 (reg. \$ 890)
(NOTE: if you wish to switch back and forth between F1 & F2 rigs,
you will need the optional "Second Rig" kit.)

SAILING HARDWARE, RIGGING, & RELATED PARTS OPTIONS

- **Asymmetrical hardware & rigging (NO SAIL)** \$57.00 (reg. \$64.00)
Includes sail plan sheet for you or your sailmaker.
- **Performance sailing hardware and rigging kit** \$98.00 (reg. \$110.00)
Vang; main sheet block on sole; jam cleats (2) for traveler; cam cleats (2) for jib.
- **"Second rig" kit** \$38.00 (reg. \$42.00)
Extra spar stock (yard) along with extra sailing hardware and rigging.
Only necessary if you plan to use your DragonFlyer with both F1 & F2 rigs.
Allows you to swap mains and jibs quickly and easily.
- **Hiking stick kit** \$85.00 (reg. \$95.00)
Ash solid wood blank plus hardware and instructions.
- **Hiking straps** quote
3' length of 2" webbing with D-rings; set of three. Made here in Brooklin.

HULL OPTIONS

- **Kick-up rudder kit** \$110.00 (reg. \$122)
Marine ply cheeks, hardware, bronze cleat.
 - **Extra deck plates, each** \$16.00 (reg. \$18.00)
Black, 6", marine plastic.
 - **Drain plug** \$7.00 each (reg. \$8.00)
Bronze, threaded.
 - **Transom drain** \$14.00 each (reg. \$16.00)
One-way (water out, not in).
 - **Bronze cleats:**
regular cleats, 3" each: \$16.00 (reg. \$18.00)
jam cleats, 3" each: \$ 19.00 (reg. 21.00)
(Number depends on rig, please inquire and we'll give you a total.)
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GETTING STARTED WEEKEND WORKSHOPS, other classes/workshops, in our shop
PICKING UP YOUR DRAGONFLYER KIT at our shop in Brooklin
SHIPPING & HANDLING for YOUR DRAGONFLYER KIT

We've had quite a bit of interest in Getting Started workshops for the DragonFlyer, and also classes or workshops. The Getting Started workshops would be over a weekend and be a chance to meet other DragonFlyer builders, go over the building process and ask (lots of) questions, and pick up your DragonFlyer kit. As for longer classes and workshops, we'd love to hear what sort of schedule and information would be the most help to you. We may be able to start these this winter, for those close enough to come once a week over a period of time (and work around the inevitable snowstorm or two.) During the summer and fall we could offer classes and workshops that run for several days in a row, for a week or two, all day or part of a day. So please let us know what would work best for you. Thanks!

Getting your kit

Pick up in Brooklin: If you would like to pick up your DragonFlyer kit at our shop in West Brooklin, that's just fine. Just let us know and we'll work out the details with you.

Shipped: If you would like to have your DragonFlyer shipped, packing and shipping costs will be what it takes and no more, and will vary depending on where you are. We're estimating two to several hundred dollars to pack and ship the main portion of your DragonFlyer (epoxy and sails will come directly from West System and Maine Sailing Partners, with a minimal shipping charge each.)

FINISHED DRAGONFLYERS

Your DragonFlyer, custom built by us

Finished boats start at \$7,995.00 (reg. \$8,895.00), plus the options you choose. (Please note: the finished boat amount includes the FlyerOne main and jib; also the cost for installed options will be different from the prices quoted for the items alone in the kit. Please give us a call or send an email and we can discuss your ideas and give you a quote for your DragonFlyer.

PLAN SHEETS AND ADDITIONAL INFORMATION

- **Sail plan:**

- For download \$10.00

- Paper \$20.00

- One 24"x36" plan sheets plus details; for your sailmaker or you.

- **Our book: How to Build Glued Lapstrake Wooden Boats**

- Autographed copy (if you like), from us. (\$39.95 plus \$10 shipping) \$49.95

NOTE: We want to mention that we can't begin to sell (never mind ship) our own book for what Amazon does (less than \$27). If you'd prefer to order from Amazon, please do; we understand completely.

- **Additional collection of many photos with helpful notes.**

- The step-by-step building manual will feature abundant clear and useful photos and drawings but we're thinking of creating a separate annotated photo collection. We don't have a price for this yet (it will be reasonable...), since this will depend on what form people prefer: digital online share, download e-book/PDF, or CD are the likely options. If you'd find the Many Photos collection

helpful, please let us know. It would be a great help to know what format you'd like as well as what device(s) you'd be using to view it (if this applies.) Thank you!

- **What about complete plans for the DragonFlyer?**

The DragonFlyer was designed and engineered from the start as a kit. As such, it's not possible to offer a complete set of plans for scratch builders. However, we've heard from folks would prefer to start with more plans than kit. We are looking at offering a kit for the internal framework combined with plans for the rest. If you'd be interested in this approach, please send us an email and we'll add you to the list for updates and news.

- **What about those of us overseas?**

We've heard you! We're now researching the best way to make it possible to build DragonFlyers overseas. Please send us an email and we'll add you to the update list.

Brooks Boats Designs • John Brooks and Ruth Hill

www.brooksboatsdesigns.com — brooksboatsdesigns@gmail.com 831 Reach Road, Brooklin, ME 04616 — 207-359-2491
Prices and information current as of 12/9/13.

DragonFlyer 3.2 more details

PART A: HULL KIT

- **Precision-cut, meranti marine ply parts.**

DragonFlyer has 60-plus marine ply (Hydrotek, BS 1088) parts, including her internal framework (backbone, centerboard trunk, web frames, bulkheads, stringers, reinforcing), planks, bottom, transom panel, decks, cockpit sole, cockpit panels, centerboard, and rudder.

The DragonFlyer's internal framework fits together easily and exactly, with slots and tabs to make assembly positive and clear—and straight, solid, firm, and fair. There is no separate jig; the boat's backbone/centerboard trunk, web frames and bulkheads form her "jig" and are put together on top of a couple of 2x8s and a pair of sawhorses. Bottom, planks, and outer transom panel go on next, then the decks and cockpit panels, then trim pieces. Each step leads the next. DragonFlyer's precisely pre-cut pieces mean that she can be built by anyone, anywhere, with a minimum of basic, everyday tools. It also makes her an ideal project to build with kids and others new to boatbuilding, and groups of all ages. Putting her together is fun and rewarding every step of the way.

- **135' of cypress solid wood cleating for internal framework.**

The DragonFlyer is built using solid wood cleats for attaching framework parts and panels together instead of relying upon epoxy putty fillets. This makes for a stronger, lighter internal framework and a stronger, lighter boat, and it's also much easier, cleaner, efficient, and quicker (and more fun) to build her this way (and less costly, since you need much less epoxy). In fact, there are no fillets required anywhere in the boat (not only do you not have to make them, you don't have to sand them . . .)

Attaching the cleats by applying a small amount of epoxy to each then holding it in place with a squeeze clamp or two works very well. Or, if you prefer, you can attach them dry with screws then remove the screws, apply epoxy, and re-drive the screws to clamp things in place temporarily while the epoxy cures. Either way makes the process stress-free, comfortable, and also forgiving for first-time builders, including kids, and makes it easy to work cleanly and neatly (and sanely) for everyone. It's a great way to build a boat, eliminating something that can be, frankly, a real pain and not easy to do well (apply epoxy putty fillets) and replacing it with a process (attaching the cleats accurately and assembling the framework) that is fun, easy, and a great skill-builder.

- **Solid wood blanks.**

16 pieces of sipo (an African mahogany) solid wood blanks for trim work (rails, splash guard, cockpit trim, centerboard trunk cap, mast step, outer stem, and skeg.) The tiller stock is ash.

- **Fasteners.**

More than 500 marine stainless fasteners: screws, machine screws, washers, and nuts.

- **'Glass cloth for bottom and garboards.**

6 oz. fiberglass cloth (38" x 4 yards) plus a 6" flat plastic squeegee: for the bottom and garboards (first planks).

- **Hardware.**

The entire Dragonflyer kit comes with almost forty pieces of hardware (most are marine stainless; nine are marine nylon/plastic), thirteen of which included with the hull kit: including chain plate channels; strap-eyes for bobstay and traveler; threaded inserts and clevis pins; centerboard pivot pin; and pintles and gudgeons (for the rudder). Also included are two 6" black marine plastic deck plates for hull access and ventilation, and stainless fasteners for all the hardware.

- **Instructions . . . and much more.**

- The Manual: Extensive and detailed step-by-step building manual with abundant photos and useful drawings. We wrote the book on glued-lapstrake (How to Build Glued-Lapstrake Wooden Boats, WoodenBoat Publications); our manual for building DragonFlyer is the same: friendly, clear, straightforward, and comprehensive.

John has taught adults at the WoodenBoat School for more than twenty years, and also has taught younger people from elementary through college age, including our town school's eighth grade class. In August 2013, we built Zip, the first DragonFlyer, with our four kids (then aged eight to twelve); in August 2014, we (including the four kids) built DragonFlyers in with four families in a class during the WoodenBoat School's Family Week. All of this experience plus our own custom design and building work for the past two decades makes it easy for us to be sure that we explain everything in ways that are easy to understand and follow—and to answer your questions before they have to be asked. Also included: lists of parts and pieces and other useful information.

- **Epoxy kit**

Plenty of epoxy for your DragonFlyer: West System epoxy: #105 epoxy resin (1 gal.), #206 epoxy hardener (1 qt.); plus one set #300 metering pumps; one 6 oz. container #403-9 Microfibers, one 2 oz. container #410 Microlite; epoxy use instruction manual and catalog.

The DragonFlyer is a glued-lapstrake boat. This construction method requires very little epoxy, since epoxy is used only in the joints, including the plank laps. We typically mix one- or three-pump batches in one of those little yogurt cups. It's simple and easy to work cleanly and neatly, with minimal exposure to epoxy. It also means a neater, quicker, much more pleasant building experience, with almost no extra hardened epoxy to remove or, worse, sand. When the hull construction is done, a light scraping of filled holes, etc. with a sharp scraper and you're ready for finish sanding.

There is no need to fiberglass and coat the whole boat (inside and out) as is typically done with stitch-and-glue and strip-built designs. We do suggest coating the inside of the sealed flotation compartments and up under the foredeck with clear epoxy to protect the wood for longevity. We also sheathe the bottom and garboards (first planks) with fiberglass cloth and epoxy for strength and abrasion resistance. Both of these steps are simple, clean, no-hassle jobs.

PART B, RIG

• Spar stock.

Five Douglas fir blanks for mast, yard, bowsprit, and boom. Doug fir makes lovely, smaller diameter spars since it is very strong for its weight. It looks perfectly lovely when varnished—and varnished Doug fir spars are reasonable to maintain, a nice plus.

NOTE: The mast is the same for both the standard FlyerOne rig and the larger FlyerTwo rig. The blank for the yard is long enough for the F2 rig and can be cut shorter for the F1 rig. You will need the optional Second Rig kit (with its blank for an extra yard) if you plan to sail your DragonFlyer with both the F1 and F2 rigs.

• Sailing hardware and rigging

Your DragonFlyer kit includes all the fittings and rigging needed for either the standard FlyerOne or optional larger FlyerTwo sloop rigs:

Hardware

Marine stainless:

- Sliding gooseneck (1)
- Track slide (1)
- Strap eyes (8)
- Fasteners (for the hardware)
- Tangs for mast (3)
- Track (6')

Marine high-strength nylon/plastic:

- Fair leads
- Cleats
- Jam cleats
- Sheave

Rigging

- 30' of 3/32" SS wire: made up into forestay, bobstay, and two shrouds
- 105' New England Rope Sta-Set braided rope running rigging:
3/16" - 35'; 1/4" - 45'; 5/16" - 25'
- 1/8" braided twine - 1 - 50' hank
- 13 fittings including Harken blocks, shackles, thimbles, snap hooks
- Seizing twine.

NOTES:

Two rigs: You will need the optional Second Rig kit (with its extra hardware and rigging) if you plan to sail your DragonFlyer with both the F1 and F2 rigs.

Asymmetrical: The extra rigging and hardware required are included with this optional sail.

SAILS, MAIN & JIB

- **FlyerOne rig, main and jib; 59 sq. ft. (standard rig)**

Built by Maine Sailing Partners; Challenge Sailcloth, 3.8 oz. Dacron, white, no reef.

Maine Sailing Partners makes high-quality, hand-built sewn sails and is highly regarded for high-performance sails, whether for racing or cruising. They have been enthusiastic supporters of the DragonFlyer as well as invaluable advisors on making a better, and more fun, rig.

The sail plan reflects the latest thinking about sail rigs for performance boats, that is a smaller jib and bigger main with full-length battens in the main with a flat, or nearly flat head. No overlap of the jib on the FlyerOne rig (and only a small overlap on the larger FlyerTwo) reduces backwinding of the main and makes the jib easier to handle.

The DragonFlyer has two mast steps, and can fly under main alone. Everyone who has sailed her with the main has been very pleasantly surprised: she goes right along very well indeed under “just” the main. We wanted this option for the DragonFlyer especially for those learning to sail, since it’s a lot easier to start out with one sail to handle when sailing alone.

We have many years of experience with sails rigged as the main is, a sliding gunter (the spar sticking up above the mast that is reminiscent of a gaff is called a yard). This rig takes a sail that is essentially a marconi sail in shape and performance, but can be flown on a much shorter mast (the mast and all other spars fit in the boat, a feature that many people deeply appreciate), there is much less weight high up which translates to better stability, the yard can bend in a strong breeze to flatten the sail so it has a faster shape when you can use it, and the weight of the yard means the sail comes down when you let the halliard go, it doesn’t get hung up half way down and billow in the wind as you try to land at a dock (crunch!).

The full-length battens make a main with a beautiful, fast, powerful shape that has plenty of roach so the whole rig is lower with less heeling force so the boat is more stable and less prone to easily flipping or swamping, which is especially nice for new or lightweight sailors. Zip, the first DragonFlyer, has the standard FlyerOne rig and our experience is that she just . . . goes . . . in everything from the barest breath of wind to a whole lot more. We’ve sailed her with lightweights aboard and also with two adults (one of whom was 6’+) and she just . . . goes. Watching her accelerate from a dead stop, even in light air, is amazing: zero to sailing, instantly. And, sailing her is much more fun than watching!

Please note: For all sails, we need to order them in batches of four or more to get the best price for you. Your sails may arrive after the kit has been delivered to you. However, we will certainly stay in touch with you to make sure the sails arrive before you need them!

OPTIONS

• Sail options

• Reef in the main sail.

The reef in the main is rigged as a slab reef (that is it can be taken in quickly at just the luff and leech) at the first batten so it is easy to take in, strong, and the strain will have very little effect on the overall sail. The reef reduces the main by about 25%.

• Colored main and jib.

Sails built by Maine Sailing Partners. Challenge Sailcloth dacron.
Please see http://www.challengesailcloth.com/cruise/3_8.pdf

- Available colors: red, dark blue, medium blue, green, yellow, black, orange-gold, orange, gray, silver gray, lilac purple, purple, fluorescent yellow-green, fluorescent orange, fluorescent green*, natural, cream.

*colors to be discontinued (but not sure when, please ask and we'll inquire).

- Two-color design: Please inquire with a sketch of your idea and we will get you a quote. However, as our sailmaker reminded us, "please keep it simple, these are [relatively] small sails!"

• Asymmetrical (sail plus related hardware and rigging)

Sail built by Maine Sailing Partners. Bainbridge MP75 nylon spinnaker cloth
Please see: http://www.bainbridgeintcatalogs.com/pdf_catalogs_brochures/spinnakerfabric.pdf

In general an asymmetrical has the great advantage of being an off-wind sail that handles like a big jib, that is, there is no pole to shift in tacks as there would be with a spinnaker. Generally an asymmetrical can also be made to point higher than traditional spinnakers. In designing the asymmetrical for the DragonFlyer John wanted a multipurpose sail that worked well for reaching, both broad reaching (nearly downwind) and close reaching, since broad reaching and tacking downwind are the way to go (and go faster . . .). Also, he wanted a sail that could be deployed as soon as possible after the sheets were eased from close-winded sailing, so that more sail could be put up quickly when wanted. The asymmetrical is great fun!

- Colors: choice of white, black, red, pink, yellow, green, aqua blue, royal blue, silver gray (all colors, including white, are the same price).

- Two-color design: Please inquire with a sketch of your idea and we will get you a quote. However, as our sailmaker reminded us (again), "please keep it simple, this is [relatively] small sail!"

- Hardware: (two fairleads, cheek block, regular block, two cleats) and rigging (enough 3/16" Sta-set braided line to make a halliard, an outhaul, and two sheets.)

• FlyerTwo larger main and jib

The original sail rig was designed to give the boat a great-performing, more affordable sail plan that also works well for lighter weight sailors and those learning how to sail. This rig has proven itself to be very effective. However, we have had requests for a bigger rig. The FlyerTwo rig has a taller main and more overlap on the jib so the center of effort has moved only a very small amount, mostly up, so the boat continues to balance well and has good stability. The taller main has the added advantage of getting more sail area up high where the wind is blowing a little stronger, a big help in light airs, particularly. We worked to make this rig option very affordable and flexible to use. It will fly on the same mast, boom, and bowsprit as the Flyer One rig, it just needs a taller yard for the main.

• Sailing options

Hardware:

- **Asymmetrical NO SAIL, hardware and rigging only** (2 fairleads, Harken cheek block, regular Harken block, 2 cleats) and rigging (enough 3/16" Sta-set braided line to make a halliard, an outhaul, and 2 sheets.).

- **Performance sailing package**

This includes four sets of fittings and rigging: vang; Harken block on the sole; and 2 Harken cam cleats.

The vang consists of two blocks, strap eyes to attach the blocks to the boom and the boat near the base of the mast, a cleat, and a length of 3/16" Sta-Set braided line. The vang pulls the boom down to control the shape of the sail, particularly the amount of twist in the sail, a big help for getting all the drive out of the main that you can.

The original kit comes with jam cleats for the jib, which work well, but certainly are not as smooth, fast, easy, and handy as the Harken ball bearing cam cleats included in the performance package.

Part of getting the optimum performance out of the main sail is being able to adjust the traveler. The two jam cleats originally for the jib are installed just forward of the strap eyes for the traveler and light lines are secured to the main sheet thimble on the traveler, and run through the strap eyes and secured on the jam cleats for easy and secure adjusting.

Leading the main sheet to a block on the sole is not essential for sailing the boat, but it makes it oh so much nicer and more comfortable to have the sheet lead up to your hand rather than down and over from the boom. This is particularly evident when you are try to get the boom in that last inch or two when sailing hard on the wind in a breeze. You can apply a lot more power pulling up and you'll have a much easier time hanging onto the sheet for long periods when it leads from down by your feet. A strap-eye is fastened securely to the sole along the centerline, then the block is attached to it with a rope grommet.

- **"Second Rig" kit.**

If you want to alternate easily and quickly between FlyerOne & FlyerTwo mains and jibs, you'll need this kit:

- 15' of 1/4" Sta-Set Braid for the jib sheets that are attached to the clew of the jib,
 - Another pair of fairleads for leading those sheets to a different place in the boat,
- The kit also includes Douglas fir blank for an extra yard.

- **Hiking stick kit**

The hiking stick kit includes an ash blank (to match the tiller), plus the hardware to easily attach (and un-attach) the hiking stick to the tiller; and building instructions. A hiking stick allows you to comfortably control the rudder from wherever you wish to sit—in or on the boat.

- **Hiking straps**

3' length of 2" webbing with D-rings securely sewn on the ends. These are attached with lanyards or clips to strap eyes fastened to the sole, near the centerline. Set of three: one aft of the trunk, and one on each side of the trunk.

- **Hull options**

- **Kick-up rudder kit.**

Pre-cut marine ply rudder and pivoting cheeks; hardware; bronze cleat. If you'll be sailing your boat on and off beaches, boat ramps, or other shallow shores, a kick-up rudder that pivots up even with the skeg is wonderfully convenient. This kit allows you to build or convert the standard rudder to a kick-up rudder.

- **Extra deck plates.**

You can install these watertight deck plates in the under-deck flotation tanks for access and ventilation, or anywhere else inside the boat. Black marine plastic, 8".

- **Drain plug.**

Bronze, threaded. For the bottom of the boat, for times on dry land when you need to let rain- or wash water drain out. A single drain plug is fine.

- **Transom drains.**

2" diameter with a flap valve that lets water drain out of the cockpit but won't let it in. A pair of transom drains is better, that way one drain is low enough to drain when the boat is heeled.

- **Bronze cleats.**

We've specified black nylon/plastic cleats as standard since they work well and look fine. Bronze cleats are lovely and work well, but alas they are getting dearer all the time. We're happy to supply very fine bronze regular and jam cleats (made here in Maine) if you would prefer them.

Brooks Boats Designs • John Brooks and Ruth Hill

www.brooksboatsdesigns.com — brooksboatsdesigns@gmail.com 831 Reach Road, Brooklin, ME 04616 — 207-359-2491
Prices and information current as of 12/9/13.

A few more notes on the sail options.

Sail Color: White is the standard color for the sails. Take a look here for other choices: http://www.challengesailcloth.com/cruise/3_8.pdf Please list the color and the order number on the order form. As you can see, there is an extra charge for colors other than white.

Order number	Color
D3.8BK/56	Black
D3.8CG/56	Coast Gold
D3.8DB/56	Dark Blue
D3.8DG/56	Dark Grey
D3.8FY/56	Fluorescent Yellow
D3.8G/56	Green
D3.8GY/56	Grey
D3.8HBS/56	Silver
D3.8MB/56	Med Blue
D3.8O/56	Orange
D3.8P/56	Pink
D3.8PU/56	Purple
D3.8R/56	Red
D3.8Y/56	Yellow

Asymmetrical: The color choices can be found here: http://www.bainbridgeintcatalogs.com/pdf_catalogs_brochures/spinnakerfabric.pdf

We are using the MP 75 cloth (at the bottom of the page). There is no extra charge for the asymmetrical sail in any one color. The colors that are available are:

White	Green
Royal	Blue Silver
Red	Black
Aqua	Blue Pink
Yellow	

If you want more than one color, that is a custom sail. Please talk to us and our sailmaker to work out what you want and the price.

[Also please note: When you order the asymmetrical you also need to order the rigging kit for it.]

FlyerTwo sails: You can either get the Flyer Two sails instead of the FlyerOne or get the Flyer Two as a second set. If you get them as a second set, you will also need the Second Rig Kit.

Payment and ordering

Please note: the order form is attached as a separate PDF.

Once you have paid \$300 to hold your place to receive a kit, the rest of the payments for kit are as follows:

50% of the total cost of kit and options to be paid when you fill out the order form and send it back to us.

25% when parts are cut and hardware, fasteners, etc. ordered or in inventory, timing dependent on options chosen, etc. We will be in touch as your DragonFlyer progresses.

The final payment is due, plus shipping (if applicable), when we are ready to ship your kit and have the epoxy package sent to you! Sails will be sent to you by the sailmaker when they are done.

We will send you a final accounting with shipping costs in an invoice shortly before we are ready to ship your kit.

Please fill out the order form and calculate the payment. Either a check or a credit card number is fine. If you prefer, you can scan the form and email it to us. Then we can either send you a PayPal invoice or you can call us with your credit card number.

If you have any questions, email will reach us and be answered as soon as we can, often in the early hours before many folks are awake. If you'd like to talk, you can send along an email with a good time to call you, or just give us a call. Our office/home number is 207-359-2491; John's cell is 207-460-1572; Ruth's cell is 207-266-8503. We will eventually get a voicemail to the cells though of late voicemails have been disappearing for awhile before being delivered. A text message works well. We don't mind weekend calls if that is convenient for you but we'd be grateful if you would call before 8:30 in the evening on any day of the week. Many thanks!