

WAYFARER RIGGING GUIDE

CLOSE THE BALERS

GENOA

Unpack the Genoa and fix the sail tack onto the furling drum (ensuring the furling line is wound fully around the drum).

The head of the Genoa (with the attached roller swivel) is attached to the Genoa halyard (this is stored on the spinnaker pole ring for safe keeping)

Hoist the foresail by means of the foresail halyard located at the base of the mast (the rope tail is stored on the cleat on the port side of the mast). During hoisting you will notice that as the junction of the rope tail and the steel wire reaches the mast foot block it will become tight, a firm tug on the rope tail will ensure that the wire loop appears. Place the wire loop over the hook on the Highfield lever tensioning device, taking care not to trap the rope tail, and raise the tensioning lever up through 180 degrees until it snaps into place (mind your fingers).

This action applies the necessary rig tension and secures the foresail. A fair degree of force will be necessary to move the Highfield lever in this way and it is helpful to have a crew member pull on the forestay during this operation. Coil and stow the foresail halyard.

The Highfield lever has about five separate positions for the hook to allow for varying the tension, the second or third position should give adequate rig tension.

The ends of the foresail sheets should be led through the fairleads to the foresail cleats located on the thwart. Make sure the sheets pass between the mast and shrouds. Figure of eight knots should be used to prevent them slipping.

MAIN SAIL

Detach the boom from the gooseneck and lay the boom and sail across the thwart, attach the main halyard to the head of the sail (halyard should be stored on the spinnaker pole ring). Hoist the sail by pulling on the halyard, it is helpful to ask a crew member to feed the luff of the mainsail into the mast track whilst you hoist the halyard. It can make hoisting easier if the angle of the halyard is kept close to the centre line of the boat. As the boom starts to rise check that it does not flail about and damage the hull or mast, also ensure that the boom aft end does not get trapped under the tiller/extension or mainsheet.

At this stage do not locate the gooseneck pin (fitted to the mast) into the recess in the fitting on the boom forward end, but continue to hoist the sail to the very top of the mast and then, while maintaining halyard tension cleat the main halyard to the cleat on the starboard side of the mast, using figure of eight turns finishing with a reversed securing loop. When complete pull down on the boom and locate on the gooseneck.

PTO

RUDDER

Fit the rudder stock to the transom mounted pintails making sure that the safety retention clip engages. Then assemble the tiller to the rudder ensuring that the rudder control lines are not snagged or unduly twisted. Cleat the rudder shock cord downhaul and plain uphaul lines to the cleats on the tiller when assembled.

REEFING

A reef is easily installed ashore.

Release the main halyard but do not let go, and re-bleat it when sufficient sail has been pulled down. Pull down on the fore and aft reefing lines, this will draw the sail down onto the boom, and make sure they are fully bleated. Fold down the excess sail in neat rolls along the boom and tie in the reefing ties.

Unbleat, re-tighten the main halyard and re-bleat.

AFTER SAILING

Please clean the boat, lower the mainsail, stow the mainsail halyard on the spinnaker pole ring, tension and bleat off.

Roll the mainsail up and lay on the seats

Remove and store the rudder and tiller extension on the opposite seats.

Unfurl the Genoa, release the highfield lever (mind your fingers) detach the halyard from the top furler, and stow on the spinnaker pole ring, tension and bleat off.

Release the foot of the sail from the furling drum, roll the sail up and put it back in its bag and lay it on top of the rudder.

Open the balers, put the boat back in its berth, replace the boat cover and tie the boat down.

PLEASE LEAVE THE BOAT FLAT, DO NOT RAISE THE BOW ONTO A CHAIR OR TYRE.

Please treat the boat as if it were your own and leave it in the condition you would hope to find it in.

If any problems arise whilst on hire please report them to Richard or myself (Bob Fox 01392 446991) so that they may be fixed.

FAILURE TO DO SO MAY RESULT IN THE BOAT BEING UNUSABLE THE NEXT TIME SOMEBODY HIRES IT.