

#### D. SETTING THE SAIL

- 1) Slip the upper mast section into the lower mast section making sure that the aligning pin fits into the slot provided in the lower section. The aligning pin will assure that the masthead sheave is in the proper position with respect to the gooseneck. **CAUTION:** Lubricate mast mating sections with a hard wax.
- 2) Insert battens into batten pockets on the leech (aft edge) of the sail.
- 3) Slide mast into luff sleeve of sail with the masthead sheave oriented toward the leech of the sail. Be sure the sail is not twisted around the mast and that the foot of the sail is aligned with the gooseneck stem.
- 4) Reeve the 1/8" halyard line up and around the masthead sheave and down through the halyard latch riveted to the aft side of the mast just below the sheave so that the wire tail leads toward the leech of the sail. Attach the captive pin shackle to the grommet hole in the top of the sail. The other end should be led through the bullseye fairlead to the halyard cleat. **CAUTION:** Avoid overhead wires when stepping the mast.
- 5) Turn the boat so the bow is facing into the wind. Step the mast, sail and all, into the boat's mast step, rotating the mast until the gooseneck pin faces aft. Gather the sail down as much as possible to prevent it from flagging.
- 6) Slide the forward end of the boom onto the gooseneck pin.
- 7) Free up vang and attach the end with the "V" jam to the eye welded to the control ring located at the base of the mast. Be sure that the "V" jam mounted on the vang faces aft. Attach the other end to the bail riveted on the forward end of the boom.

#### E. CONTROL LINES

- 1) **Cunningham:** Make a Figure 8 knot in the end of the 3 1/8" x 11' 6" long line provided. Reeve the open end through the outboard clam cleat mounted on the port side of the splash rail. Run the line forward and up through the control ring on base of the mast, through the grommet located at the bottom of the sail, back down through the bullseye fairlead mounted on the deck and then aft through the outboard clam cleat mounted on the starboard side of the splash rail. Now make a Figure 8 knot in this end of the line to prevent it from slipping back out. This is called the downhaul / cunningham control. **NOTE:** It is important that the cunningham be led through the bullseye fairlead in order to prevent the mast from coming out of the tube in case of a capsize.
- 2) **Traveler:** Tie a knot in one end of the 1/4" x 5' long traveler control line provided. Pass the line through the hole in the support bracket, then up through the small sheave on the roller traveler and then back to the double clam cleat mounted on the deck. Repeat this operation for the opposite side traveler control line. Be sure that the roller traveler is in the upright position when reeving the control lines.
- 3) **Outhaul:** Next make a Figure 8 knot in one end of the 3/16" x 8' long line provided. Reeve the open end through the inboard clam cleat mounted on the splash rail, forward and up through the control ring, through the small block attached to the 106" wire on the boom, back down through the control ring, and aft through the inboard clam cleat mounted on the opposite side of the splash rail. Again tie a Figure 8 knot in the end to prevent it from slipping out. This is called the outhaul control line.
- 4) **Mainsheet:** Attach the fiddle block with cam cleats to the roller traveler slide so that the cam cleats face aft and down. Now attach the other fiddle block (without cam cleats) to the bail nearer the middle of the boom. Secure the mainsheet with a bow line or double half hitch to the becket mounted on top of the fiddle block attached to the traveler slide. Reeve the mainsheet from aft to forward through the small sheave of the fiddle block on the boom. Then lead the line from forward to aft through the small sheave of the fiddle block mounted on the slide. Now go back up from aft to forward through the larger sheave on the boom fiddle and then from forward to aft back through the large sheave and cam cleat fairlead on the slide fiddle. Tie a Figure 8 knot to prevent the mainsheet from unreeving.

#### F. RIGGING THE RUDDER AND DAGGERBOARD

- 1) The spring-loaded, patented kick-up type rudder is attached to the stainless steel bracket on the transom as follows: First, press pin upward until shoulder at top is exposed. Then, fit pin into slots at top and bottom of bracket. Release tension, seating pin securely. To remove, reverse procedure. To raise rudder, grasp blade and push upward. To lower, push tiller toward stern, keeping it horizontal to the deck.
- 2) The daggerboard is inserted into the daggerboard trunk angled edge forward (toward the bow). A daggerboard retention line is provided with *your* boat to prevent loss of the board in the event of a capsize. Simply secure one end of the line to the eye installed on the boat at the forward end of the daggerboard slot. Tie the other end through the small hole in the board, making sure that the line is long enough to allow complete removal of the board from the daggerboard slot.