

J-TOWN ALBACORE RIGGING GUIDE

(Grey sections are tasks done on-the-water)

10 Most Common Rigging Problems

1. Not rigging the jib sheets correctly.
2. Not attaching the jib to the fore ward pin on the chain plate.
3. Not attaching the Jib or Main Cunningham.
4. Forgetting to put the battens in the sail.
5. Sailing with not enough jib luff wire tension.
6. Sailing with a rudder that is not secured in the vertical position.
7. Not releasing the outhaul before lowering the main.
8. Not placing the rudder blade along the side tank.
9. Dropping the boom into the bottom of the boat.
10. Sailing the boat without tightening the buoyancy tank plugs.

GENERAL INFORMATION

Boat Captains - Each Albacore has a 'boat captain' who is a J-town member responsible for maintaining the boat. A list of boat captains is posted in the J-town clubhouse. Please make a note of any problems encountered when rigging or sailing the boat on the club white board and contact the boat captain in the event of a serious problem.

Albacores are numbered - J-town Albacores are numbered and the sails and equipment for each boat are stored in a corresponding numbered locker or shelf in the sail shed.

Each Albacore has 3 sets of Sails – (1) Social or Working Sails are used for classes and casual sailing and stored in lockers. (2) Racing sails are used for Friday Night Racing and stored on a shelf in the sail shed. (3) Regatta sails are used for regattas and are also stored in the sail shed. Jibs and mains are rolled and stored in separate bags. Jib sheets are coiled and left out of the bag to dry. Sails should be kept as dry and clean as possible.

Battens - Social sail battens are left in the batten pockets not removed from the sails. Racing and regatta sail battens are removed from the batten pockets and stored in the closed of the main sail bag.

Sign out/in a boat – For safety reasons, it is club policy that members, helm and crew, always sign out a boat when going sailing and sign in when they return.

RIGGING

Place equipment and sails in the boat - Equipment and sails should be placed in the boat (not on the ground). Sail bags are left in the lockers (not attached to posts) when sailing so bags are not lost or mistakenly used for the wrong boat.

Before lifting the boat off its stake

1. Screw in the two plugs for the side buoyancy tanks.
2. Sponge out any water in back of the boat. Sponges are found in the side storage compartments.
3. With the attached shock cord closed the transom flaps.

Forward Buoyancy Tank - Lift the boat off its stake and screw in the forward buoyancy tank plug.

Store the paddles - Slip the paddles under the deck braces on either side of the boat with the handle bow first. It is not necessary to jam them in ... a snug fit works well.

Placing the rudder in the boat - Place the rudder blade on top of the buoyancy tank with the handle forward toward the bow under a side deck brace (i.e. not resting aligned across the boat on each buoyancy tank). By placing the blade on a buoyancy tank it is less likely the boom will be accidentally dropped on the blade, damaging the edge of the blade.

JIB

Pin the jib luff wire to bow chain plate - Remove the jib bag with the sheets hanging into the boat and the jib luff wire toward the bow. The jib luff wire is pinned onto the forward pin on the bow chain plate.

Jib Cunningham - Run the jib cunningham, a short line attached to the deck, under the second pin from the bow on the chain plate through the tack in the jib and tie a knot that will not slip back through the cringle in the tack of the jib.

Rig Jib Sheets - Separate the jib sheets passing one around the front of mast to the far side of the boat. Take the jib sheet on the side where you are standing pass it inside the stays, through the barber-hauler ring then through the jib fairlead on the jib track on the side deck. Tie the end of the jib sheet into a figure eight with a double wrap to ensure it doesn't shake loose. Do the same thing on the opposite side

The jib halyard is shackled on to a ring on the forward side of mast about half a meter above the deck. Shackle the jib halyard to the top of the jib. If the jib has a wire loop attached to the end of the luff wire shackle the jib to wire loop.

When to hoist the jib? - Always hoist the jib before the main. If you hoist the main first you risk pulling the mast off the mast step and the mast falling over.

The jib should not be hoisted on shore unless there is a very light wind. Letting the sails luff when not sailing causes unnecessary wear and tear. Similarly when the boat is tied to the dock unless it is for a brief period of time the sails should be taken down.

Hoisting the jib - The jib halyard runs through a slot cut into the port side of the mast. To hoist the jib pull down on the line part of jib halyard running out of the slot in the mast until the wire end of the halyard is pulled through the slot.

There are two types of jib tension systems:

(1) A magic box (a narrow red metal box with internal blocks riveted to the mast)
- If there is a magic box, there is a hook at the top of the box where you hook the wire end of the jib halyard. To pull the hook to the top of the box may require

loosening the jib luff wire control lines. Follow the lines from the base of the magic box if you are not sure which lines to loosen.

And **(2) a block and line purchase system.** (Found on the port side of the mast suspended from the mast slot, shock cord or resting on the bottom of the boat) The block-purchase system has a hook or shackle to which the wire loop on the end of the jib halyard is attached. Make sure there are no twists in the system or it will jam when sailing.

Coil the Jib Halyard - Once the halyard is connected, coil the loose end of the halyard. A correctly coiled halyard makes the halyard easy to undo quickly in an emergency and prevents it tangling with other lines.

Pull On the Jib Luff Wire Tension - Once the jib is secured and halyard coiled, pull on enough jib luff wire tension to straighten the jib luff wire and take the slack out of the side stays. The correct adjustment is made while sailing. If there is not enough of jib luff wire tension, it is difficult to sail the boat. The jib luff should look straight and there should be no slack in the leeward side stay sailing upwind.

Taking the Jib Down (Always take the main sail down before the jib.) - To take the jib down uncoil the halyard, release the rig tension, unhook the jib luff wire and ease the end of the halyard through the slot in the mast. Then release the jib halyard while pulling on the leech of the jib bringing the top of the sail into the boat. It is easier to unknot the jib sheets and pull them through the fairleads and barber-aulers on the water than on shore.

MAIN SAIL

Slide the Main onto the Boom - Pull the main sail bag off the main sail. Don't unroll the main until it is slid onto the boom. Orient the main sail with the battens toward the stern and the luff boltrope toward the bow. Loosen the boom by uncleating and uncoiling the main sheet. Lift the boom toward the side of the boat and slide the boltrope on the bottom of the main into the slot in the boom. (This is more easily accomplished with two people, one at either end of the main sail.)

Attach the Outhaul to the Main - Pull the main to the end of the boom and shackle the outhaul onto the end of the main. Make sure the outhaul is not twisted and runs smoothly through the block on the end of the boom. Pull on the outhaul until the wrinkles are pulled out of the foot of main. The outhaul is adjusted again while sailing.

Put Battens in the Sail - Social sail battens are left in the sail. Racing and regatta sails have battens stored in the sail back. Unroll the main and push the four battens into the appropriate batten pockets.

Hoisting the Main - Always hoist the main on the water, after the jib is up and some jib luff wire tension is on. Before hoisting the main, uncleat and loosen the boom vang.

The main halyard is stored on a metal ring on the forward side of the mast, half a meter above the deck. Shackle the main halyard onto the top of the main. Place the main luff boltrope into the slot in the mast and pull the main up the mast with the

main halyard. When hoisting run the main halyard outside the cleat in order to not wear out the cleat.

Once the main is hoisted to the black band at the top of the mast put the halyard into the cleat and secure it in place. Once the main is up slip the boom onto the gooseneck on the mast. Reacleat the boom vang and pull some slack out the line. The boom vang is adjusted again when sailing.

Coil the Main Halyard – Coil the loose end of the halyard. A correctly coiled halyard makes the halyard easy to undo quickly in an emergency and prevents it tangling with other lines.

Main Cunningham – Uncleat the main cunningham. Run the end of the cunningham through the cringle in the main above the gooseneck. Pull the Cunningham line until the block that splits the line (beneath the centre board cap) is as far forward as it can go. Tie the Cunningham line to itself below the level of the deck. Reacleat the line taking out the slack and putting enough tension on the luff of the main to take out the wrinkles.

Bringing Down the Main – Untie and remove the Cunningham from the main sail. Uncleat the outhaul and pull some slack into the foot of the main. Lift the main boltrope out of the bottom of the mast slot. Uncoil the halyard and begin to let the main down. Drop the main so that the boom is placed into the bottom of the boat not dropped. Once the boom is in the bottom of the boat the remainder of the sail will come down easily. Take the shackle off the top of the main and attach it to the ring on the mast and unshackle the outhaul from the end of the main.

LAUNCHING THE BOAT

Putting the Boat in the Water – Push the boat on the dolly to the top of the leeward side launch ramp adjacent to the dock. Undo the bowline (painter) and loop it once around the handle of the dolly. Push the boat down the ramp until the stern is floating. One person takes the end of the painter along the dock while the other person pushes the boat into the water and returns the dolly to where the boat is stored. Please do not mix up boats and dollies.

Boats tied to the Dock

- (1) Boats are tied to the leeward side of the dock.
- (2) Boats are tied with no more than half a meter (18 inches) of line between the boat and the dock. This minimizes the tendency for the boats to swing into each other causing damage.
- (3) Boats are tied as close to the end of the dock as possible with consideration for item 4.
- (4) Whenever possible boats are tied far enough apart so as to not touch or hit.

Put down the centerboard – As long as the depth of water permits pull down the centerboard to the fully vertical position.

Attaching the rudder – Put the rudder blade under the main sheet bridle and over the stern of the boat. Slide the pintle and gudgeon on the rudder into the pintle and gudgeon on the boat. Lower the rudder blade to the vertical position, tighten the nut on the rudder head and cleat the rudder down with the line and cleat on the tiller.

Check that there is no slack or twists in the rudder line or it could pop-up. Excessive lee and weather helm indicates the rudder may not be fully down.

Before Leaving the Dock – Before leaving the dock check that the jib luff wire tension is on, the rudder is vertical in the water, the vang, outhaul and cunninghams are cleated, buoyancy plugs are in and closed and that there are no loose lines or other items in the bottom of the boat. Check that the mast pre-bend is not cleated.

Taking the Boat Out of the Water - After docking, while the sails are up, take the rudder out of the water. Release the line on the rudder that holds the blade down, straighten the blade and place it along the side tank of the boat. Remove the plugs from the three buoyancy tanks. Take down the main then the jib. Lift up the centerboard. Close the Elvstrom bailers and release the transom flap line.

When leaving the boat in the water for more than 5 minutes take down both sails

BRINGING THE BOAT ON SHORE

Putting the boat onto the dolly – When pulling the boat onto the dolly avoid hitting the bow against the dolly. Wrap the bowline once around the handle and secure it with a figure eight wrap. Once on the dolly pull it part way up the ramp and allow any water to drain out of the boat before taking the boat to the post where it is kept.

Storing Sails – Ideally sails should be clean and dry when stored. Roll the jib and the main on clean part of the lawn starting at the top of the sail. Roll the main along the leech so the leech edge is parallel. Put the main in the sail bag leech (batten) end first. Racing and regatta sail battens are removed and placed in the main sail bag. Social sail battens are left in the batten pockets. Jib sheets are stored outside the sail bag so they can dry.

Tidy Up the Boat – The mast pre-bend should be uncleated. Lines should be lifted off the bottom of the boat as much as is possible. The main sheet should have the slack taken out and tighten so the boom is resting securely over the transom of the boat. All buoyancy tank plugs should be loose. Transom flaps should be open so rainwater runs out the back of the boat. Empty drink containers and other personal things should be removed.

The Albacore should be hung on its post by the short line attached to the dolly.