

Wysiwig - Wayfarer 8767 - Rigging Guide

GENERAL NOTES

Before you go afloat, make sure that the **self-bailer** is closed. It is operated through the cut-out in the starboard floorboard. If you do not close it then a lot of water may flow in under the floorboards before you realise what is going on. (Open it ashore to drain out any water if necessary, but then close it again before going afloat).

Check that the **buckets and paddles** are securely tied in to the boat. These are essential pieces of equipment in the event of capsize or other difficulty.

The **furling drum** for the headsail is not a reefing device. It is for tidying the sail away when not needed, eg ashore while launching, while coming in to shore and landing, when moored up or anchored somewhere, or when sailing downwind for a better view ahead. It is not suitable for sailing with a reduced sail area in strong winds.

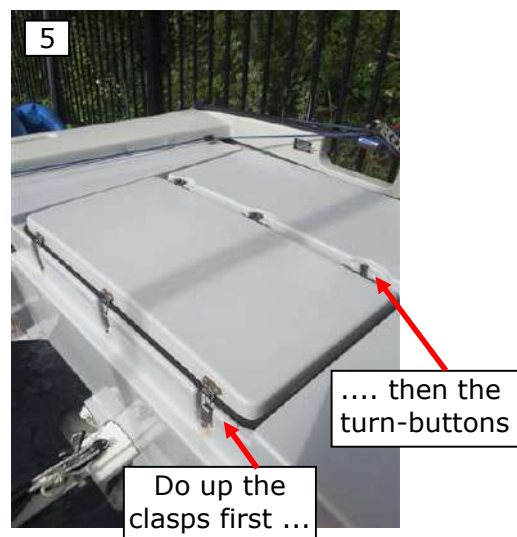
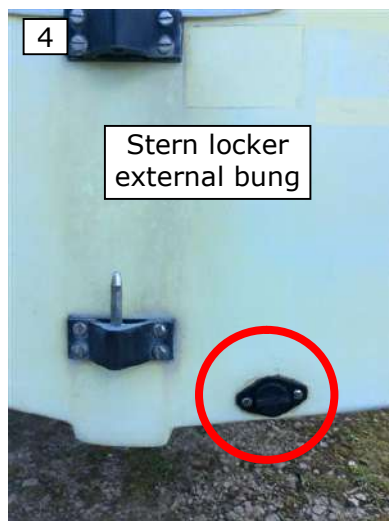
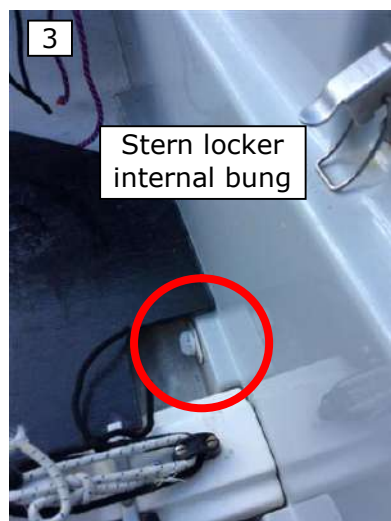
If **sailing in breezy conditions** then it would be advisable to set reduced sail – use the jib instead of the genoa and reef the mainsail.

BUOYANCY TANKS

In order that the boat will remain afloat safely in the event of a capsize, it is essential that the two large buoyancy tanks are properly sealed.

The **forward tank** should be sealed with (not pictured) (1) the large circular port and (2) the small bung low down in the centre, just forward of the centreboard case. These will not usually be removed and so will most likely be in place, but make sure.

The **stern locker** is sealed with the bung on the inside of the cockpit (3), the bung on the outside of the transom (4) and the large hatch cover (5). **The bungs are not normally removed** but make sure they are in securely. If the hatch cover is not in place then it should be carefully located on the rubber seal and then the clasps on the forward and aft edges done up securely. They are quite tight to close - it is easier to do the 3 forward wire clasps first and then the 3 aft turn buttons.



HEADSAIL

Either the large genoa or the smaller, more easily handled, jib may be fitted.

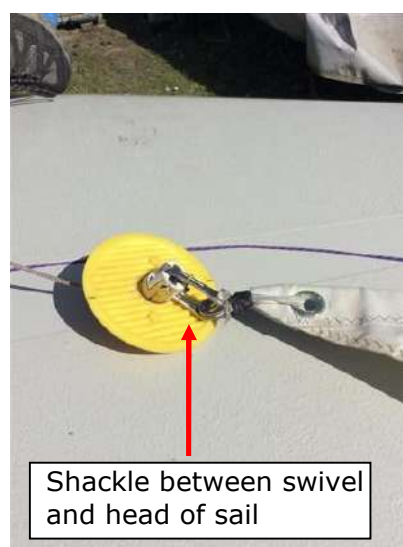
Note – The furling drum does not have to be fitted but it makes life before launching and during landing much pleasanter if the sail can be furled away.

Undo the sail tie from around the sail and put it somewhere safe for later.

Attach the furling drum to the bow fitting using the pin.

Attach the tack of the headsail (genoa or jib) to the furling drum using the pin.

Attach the end of the jib halyard (with the yellow spreader disc) to the head of the sail (or in the case of the jib, to the end of the wire strop at the head).



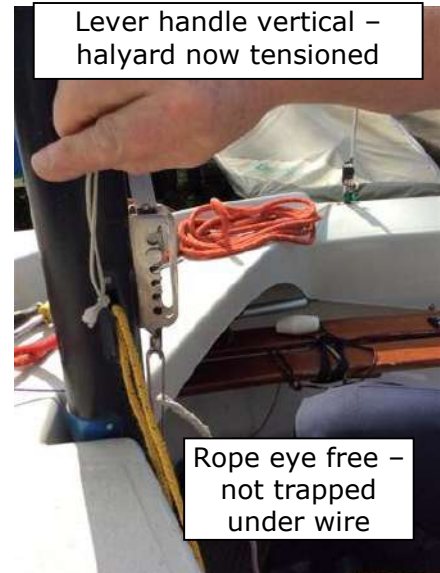
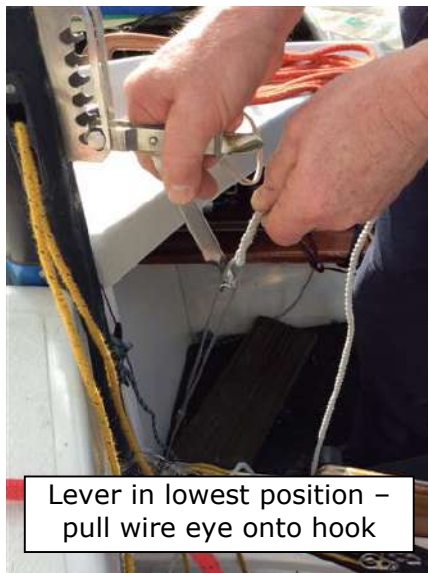
Thread the jib sheet through the foresail clew to the halfway mark and tie a knot.



The headsail luff needs to be tensioned to provide optimum sailing performance. This is done by the use of the Highfield lever on the mast.

Before hoisting the headsail, drop the pivot of the Highfield lever down to the lowest position. Now hoist the headsail and hook the wire loop that emerges from the base of the mast onto the hook of the Highfield lever. Make sure that the rope eye is not trapped between the wire and the hook.

Now lift the lever pivot up to one of the upper notches and then push the handle of the lever up to vertical against the mast. A hefty push will be required to do this. **Be careful** not to trap your fingers – push carefully with the palm of your hand. The greater the tension you can achieve in the halyard by using a higher notch, the better the boat will sail to windward when close hauled. Getting someone to pull forward firmly on the forestay will make it much easier to push the Highfield lever up.



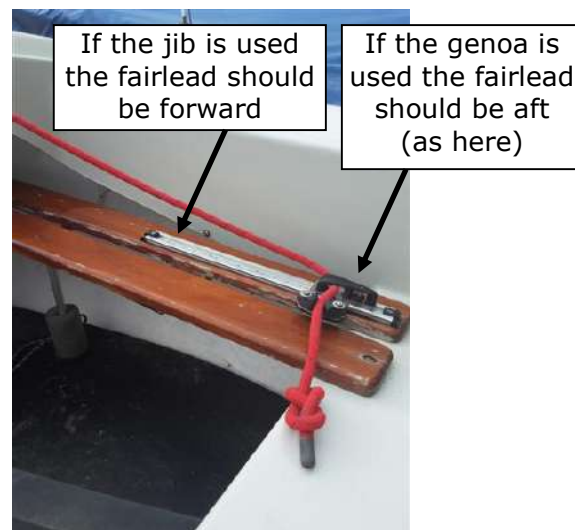
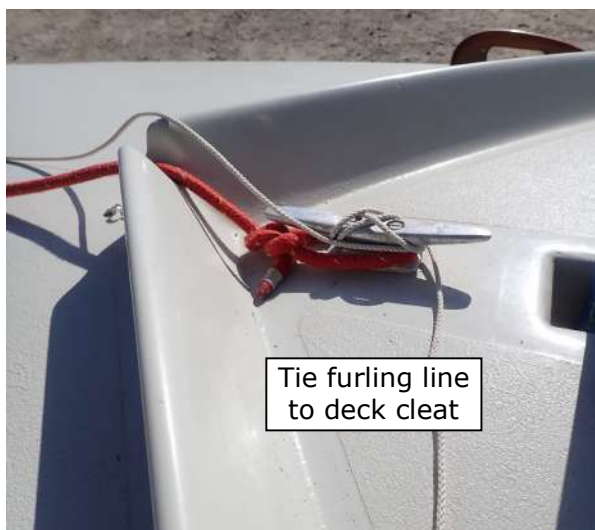
NOTE - If the furling drum has not been fitted then the Highfield lever will have to be set in the lowest position and you may need someone to pull on the forestay to make it possible for you to push the lever upright.

Now pull on the furling line to tidy the sail away. Tie to the large cleat by the mast.

Tidy up the tail of the halyard.

Lead the sheets inside the shrouds and through the fairleads. Tie a figure-of-eight knot in the end of each sheet.

Fairlead position. If the large genoa is used then the fairleads should be in the aft position. If the small jib is used then the fairleads should be in the forward position.



RUDDER & TILLER

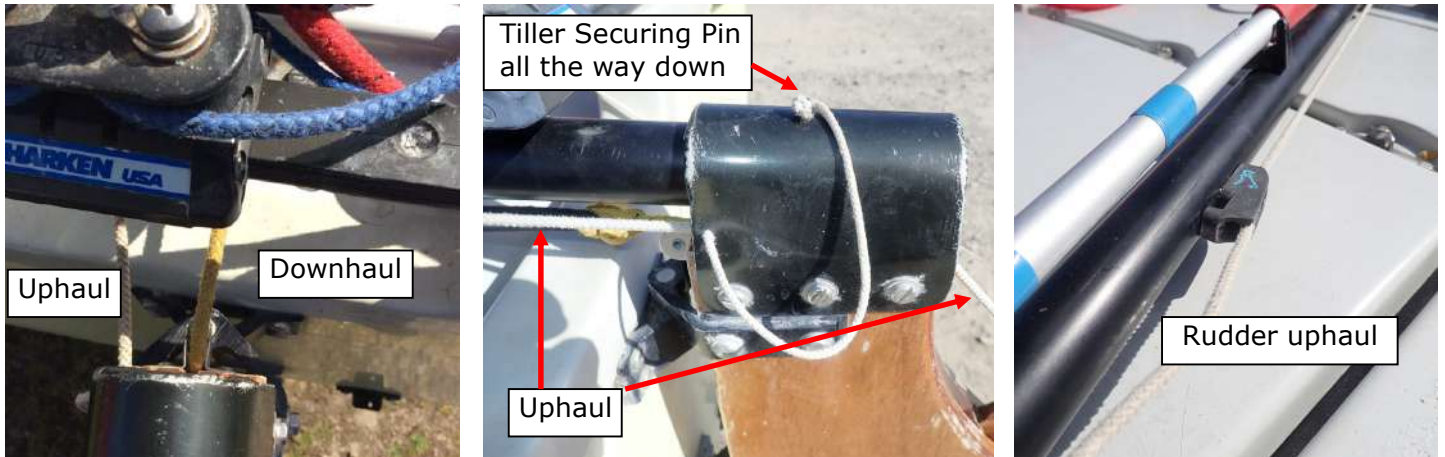
The rudder and tiller may be fitted before launching.

Fit the rudder to the transom.

Check that the uphaul rope is threaded through the port side of the stock.

Fit the tiller and insert the pin through the top of the stock (some waggling may be needed to get the pin to go all the way down).

Thread the uphaul through the small jammer on the port side of the tiller, raise the rudder blade and jam the uphaul securely.

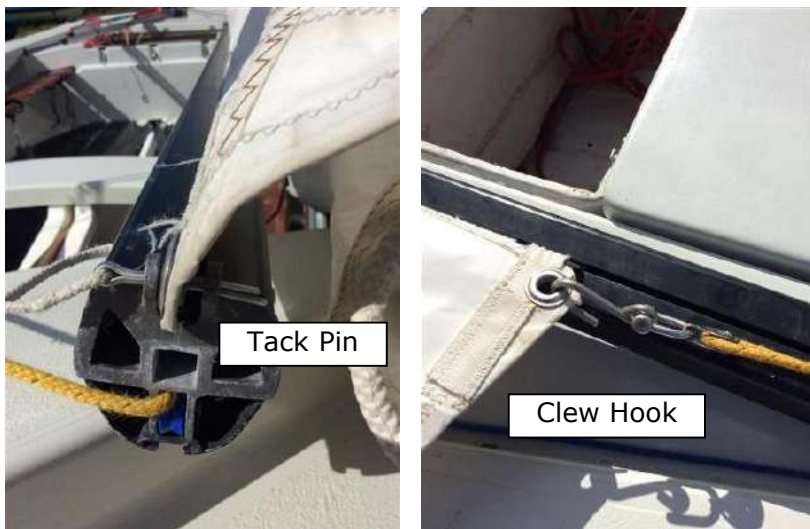


MAINSAIL

The mainsail may already be on the boom in which case you just need to check that the tack pin and the outhaul hook are properly in place.

If the mainsail is not yet on the boom, then slide the foot of the sail into the boom slot.

Push the pin through the tack cringle and attach the outhaul hook to the clew cringle.



Check that the mainsheet is not twisted between boom and transom blocks.

Attach the main halyard to the head of the sail. (Push a loop of halyard through the cringle then put the plastic bobble through that loop and pull tight.)

Hoisting the mainsail can be done ashore if the wind direction is suitable, otherwise it might be better to do it after launching, holding the boat head-to-wind in the water.

Before hoisting the mainsail make sure the kicking strap (if attached to the boom) is slackened right off, otherwise this will prevent the sail going all the way up the mast. Also slacken off the clew outhaul, the yellow rope on the port side of the mast.

Take the head of the sail, check that the luff of the sail is not twisted, and start to hoist it into the luff groove on the mast. Pull it all the way to the top and then make the halyard fast with a figure-of-eight and a locking turn on the cleat on the tabernacle.

Pull down on the boom and slide the end of the boom onto the gooseneck.

Attach the kicking strap (if not already attached). Tension the clew outhaul.

Tidy up the tail of the halyard.

REEFING THE MAINSAIL

NOTE: If you are reefing the mainsail then make sure to use the jib instead of the genoa for a balanced and more easily handled sail plan.

The mainsail has a single slab reef that can be used to reduce its area.

Before hoisting the main this is how to take in the slab reef:

Tack: Use one of the short thin lines stored in the boat (round aft side bench) to tie the luff reefing cringle tightly down to the boom tack pin (make sure to use the reef cringle and not the cunningham cringle which is not far up the luff).

Clew: Attach the clew hook to the leech reefing cringle instead of the normal clew cringle. For a better reef it is strongly advised to tie a line around the boom through the clew shackle. This line should be just slack enough to be able to slide easily along the boom but keep the hook from pulling away from the boom too far.

Tidying up the loose slab: Use the three pairs of short lines in the sail to tidy up the unused part of the sail and prevent it from drooping. They should be tied under the boom (with reef knots) to support the loose sail – do not do them up tight to the boom or the sail may be damaged in use. (The reef is set by stretching the sail along the boom between the cringles, not by tying these three reefing points down).



Thread a line through luff reefing cringle and around tack pin. Pull tight and knot.



1 - Attach clew hook to leech reefing cringle
2 - Tie line around boom through shackle (not tight)



Gather up the unused sail slab with the three pairs of short lines (not tight)

After hoisting the sail and fitting the boom to the gooseneck, pull hard on the yellow outhaul line to tension the foot of the reefed sail.

PRE-LAUNCH CHECKS

Before launching, check the following:

The self-bailer is closed and all buoyancy tank covers and bungs are fitted.

The rudder uphaul is securely jammed.

The mainsheet is free to run out.

GETTING UNDERWAY

As soon as is practicable:

Release the rudder uphaul, pull on the downhaul and secure with the elastic tensioned.

Lower the centreboard.

Tension the kicking strap.

SETTING THE HEADSAIL

When you are ready, release the furling line and start to pull on the leeward sheet. The headsail should unfurl. You must check that the forestay does not get caught up while doing this – if it does then some furling in and out may be required to free it. When the sail is fully set, tie off the furling line to the deck cleat.

PUTTING THE BOAT AWAY

WASH DOWN

Give the boat a good wash down. In particular, make sure that all the woodwork is rinsed: rudder, floorboards and side benches.

Open the self-bailer to let all accumulated water run out **and then close it again.**

RUDDER & TILLER

Release the rudder uphaul and carefully lower the rudder blade.

Remove the tiller and rudder and place them in the boat on the floorboards.

HEADSAIL

Unfurl the headsail before lowering it.

Carefully release the Highfield lever until the tension is off. Lift the wire off the hook and then lower the sail. Undo the halyard from the head of the sail and attach it to the eye at the lower end of the forestay wire.

Remove the sail from the furling drum and then roll it up along the luff wire, starting at the head. Fix the sail tie (that you put aside somewhere safe earlier) around the coiled luff to keep it rolled up. (There may be spare ties in the stern locker).

Remove the furling drum from the bow and place on the deck, just forward of the mast. There is no need to wind line onto the drum – you can leave the line tied to the deck cleat ready for next use.

MAINSAIL

Undo the halyard from the sail and attach it to the plastic hook on a length of line from the base of the starboard shroud.

Roll the sail up loosely (it can stay on the boom) and leave it lying neatly in the boat. Push boom and sail part way under the foredeck.

FINAL CHECK

Before fitting the boat cover please check the following:

The self-bailer is closed (this to ensure that the next user does not accidentally launch the boat with the bailer open).

Both halyards are fixed and the tails are made fast.

Furling drum is removed and placed near mast (no need to wind all the line on).

Sails are stowed neatly.

The printed version of the rigging guide (if present) is visible for future users.

COVER

Fit the cover support bar in position on the gooseneck, secure tightly with the line round the mast and then fit the cover.

SUGGESTIONS / PROBLEMS

Please report any problems, major or minor, to the club, as detailed in the Club Boat Usage policy.

Comments on this guide and any suggestions for improvement would also be welcomed.

Emails may be sent to the "Club Boats" contact on the Sailing Committee.
