

Rigging the Jib

Setting up your jib tracks will take a bit of work, but well worth it in the long run. Once you have got it right, the boat will be happy to sail itself without wildly changing course, and will allow you to point high.

First ensure that you have set up mast rake as described earlier. Jamie Thomson recommends that as a starting point the measurement from the top black band to the corner between the transom and the floor of the hull is 6140 mm.

In making this change to your boat, will change the tension on the mast, your spreader settings etc, but again once you have a starting point; you will be able to proceed from here. If you feel unsure about the setting for the mast do be afraid to ask (to help, I have sent you a copy of Jamie's notes from our 125 booklets).

To help with the process and before you do anything, run a string line from the bow to the centre of the transom. Make sure that everything is central to this line and this can be your reference point for the rest of the process.

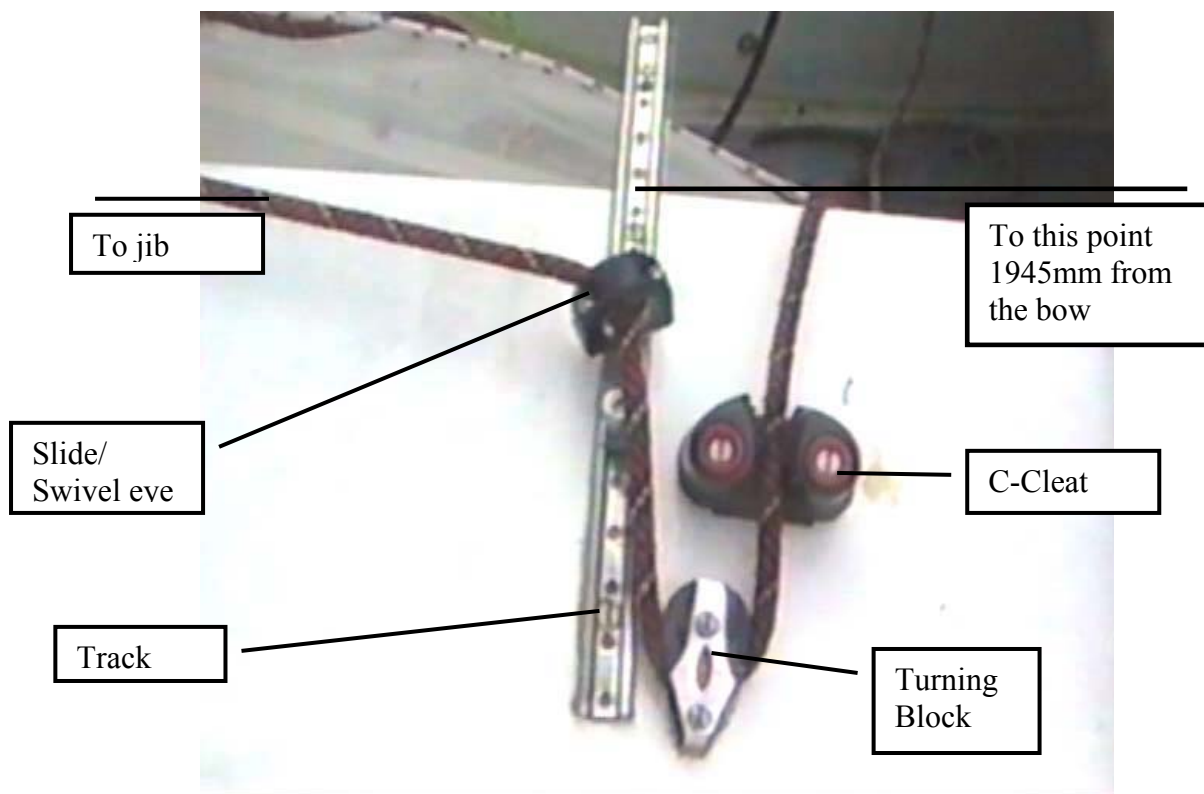


Figure 1 - Jib track configuration

In Figure 1 I have shown how I have set up my tracks. Further, I have included a parts list in Table 1 (from the Ronstan Catalogue, although other companies make similar), however, use what you have available.

Table 2- Parts for Jib tracks

JIB Track each side	QTY REQ'D	Part Number	Notes
	Cheek Block 30	RF03151HL	Use high load blocks
	C-Cleat	RF5010	
	Slide/swivel eye	RF55	
	Track	RF365	

The track itself is essentially square to the boat (use the string line to check). Measure from the bow to 1945mm at the edge of the seat top. This will be approximately the centre of the track.

With your mast up (stand this on top of your string line) and jib unfurled, pull your jib sheet taught to track (with the swivel eye) at the position where it bisect the seat top, and look at tension on the leech and the foot of the sail. With both leech and foot should look and feel even, check the position of the track now. If the foot of the sail is tight then the track is to far back. If the leech is to tight, then the track is to far forward. Once you have found the sweet spot mark this position carefully as this will be where your track will go.

The inner limit for the tracks is covered in the measurement rules. Check this carefully as described. Essentially don't come in to the centre of the boat any closer than 350mm with the swivel eye (any questions then call either Dennis or myself).

Once you are happy with this position, mark it and tape it to the deck. Mark all of your screw holes and bolt (don't screw) to the deck. Make sure that you use either big washers or a piece of plywood as a packer under the deck. Also use loctite or nyl-lock nuts to ensure that they don't work themselves lose (they will at the worst moment). Drill the holes one size smaller than the bolt and use a little epoxy on the bolt to seal the hole.

You will need to secure the inside end of the track to the boat. I have use a piece of cord to a saddle bolted to the side of the tank near the floor. Also, fit a modified ball or similar the end of the track for safety.

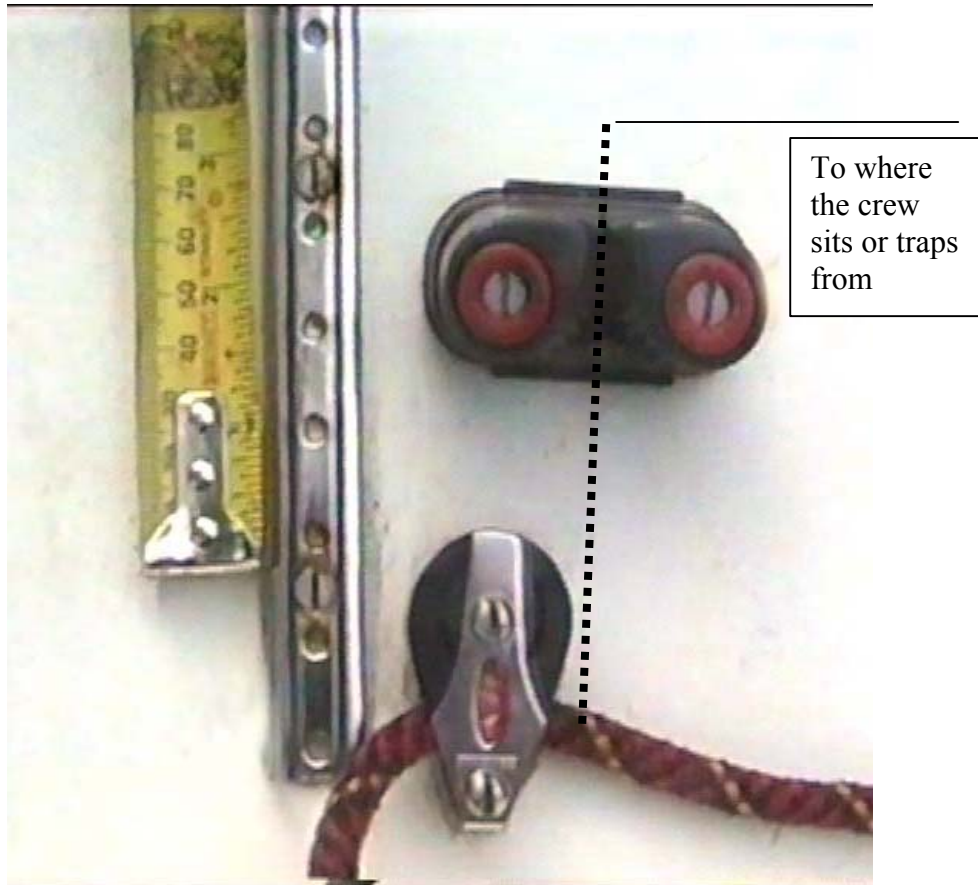


Figure 2 - turning block and cleat position

In figure 2 is the set up for the turning block and the cleat. The critical measurement here is the distance between the middle of the turning block and centre of the cleat. This should measure 50mm. With a wedge with a 10mm rise at the front (not include on the parts list but see RF5012, may need more than one) this will allow the crew to cleat and uncleat without difficult at nearly any position. Align the cleat to the position that your crew will sit/trap from whilst on the beat. This is a point that will have both skipper and crew close to one another, and the boat will be trimmed so the transom is out of the water. However don't go to far forward, as you will tend to bury the bow. As a guide, the crews front foot should be about 10 cm to 15 cm aft of the side stay, albeit will depend on the size of the crew and personal preferences.

Again, bolt the fittings down as described above and pack well. Check all fittings to ensure that they are freely working. Epoxy will affect the movement of the fittings.

I am using 8mm pre-stretch rope as the jib sheet tied a continuous system. This type of rope is the best for this application as it strong enough for the size of sail, and kind to the hands.

Prepared by Barry Pike.