Weta Dacron Furling Jib Rigging Instructions 22/4/11

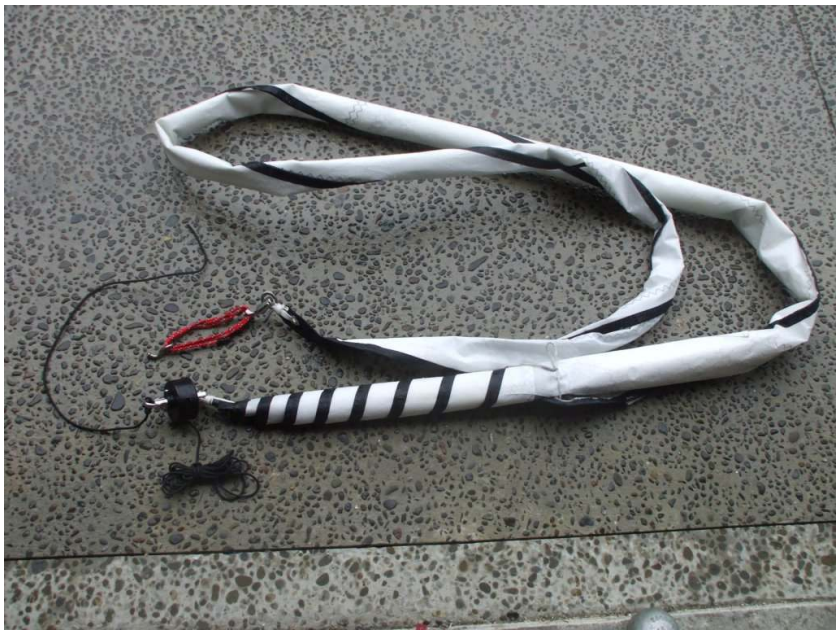
This is the latest set of instructions for rigging the Dacron furling Jib. We have simplified the process as owners have found the older methods too difficult.

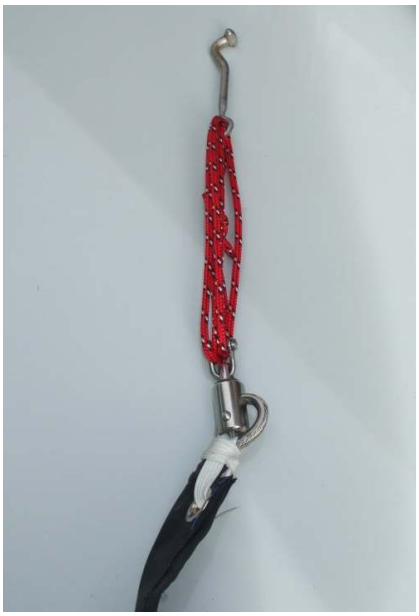
This latest version is based on substituting the forestay for the furling jib and tensioning the rig as per normal. There are no extra parts need for owners with the Dacron furling jib already apart from a short length of lashing.

You will need to fine tune the length of the top strop the first couple times rigging the boat (it will stretch slightly) and this requires raising and lowering the mast a couple of times. Once it is adjusted though you will not need to do it again.

Because you will be raising the mast with the Dacron jib attached in its furling position it will be slightly heavier and have more windage than with the standard rig. If this is too difficult there is the folding mast base option available (ask your local Weta distributor). If you having trouble raising the mast (sometimes in heavy winds) try turning the boat so the stern is facing the wind. This will make it easier to raise. The same effect can also be achieved by rigging the boat on a slight downhill slope (nose pointing downhill).

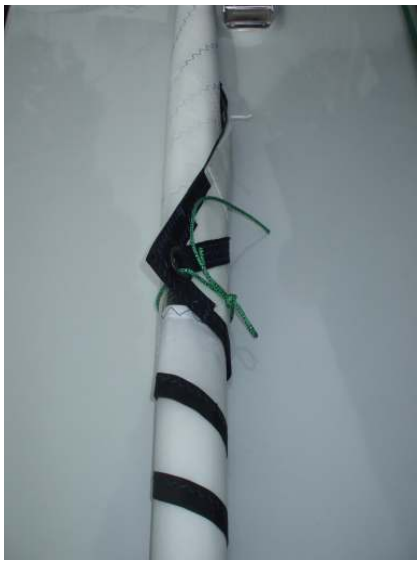
1. Rig the Dacron furling jib as shown in the diagram below.



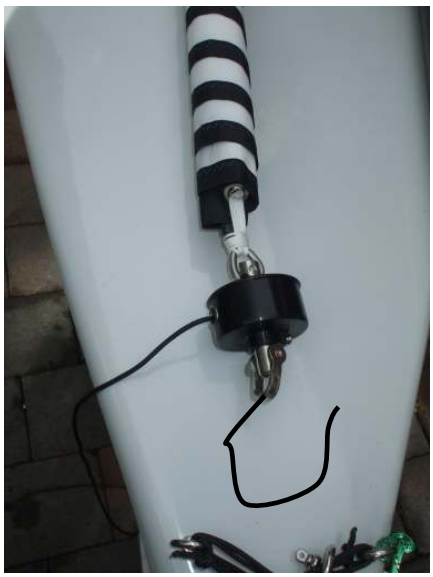


Shackle the top furling swivel to the eye at the head of the jib then lash the T-ball swage fitting to the swivel.

Note this length will need to be adjusted during initial setup to achieve the correct rig tension.



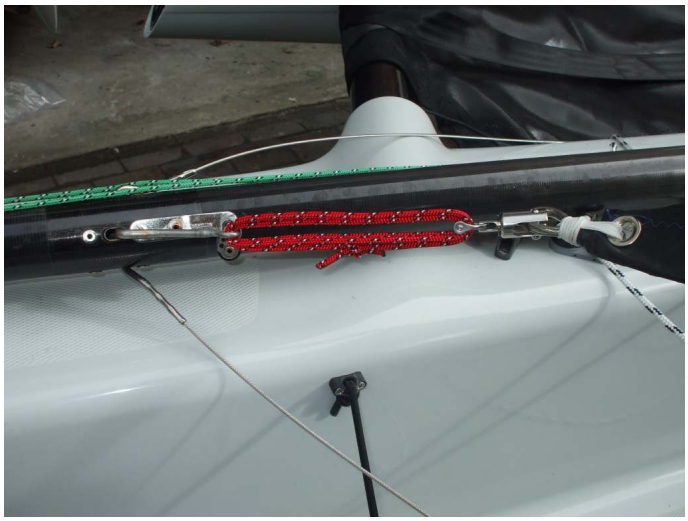
When the jib is furled away tie a line around the clew to prevent it from unfurling. This should be done each time when rigging/de-rigging to make things easier. (see extra notes on furling the jib initially)



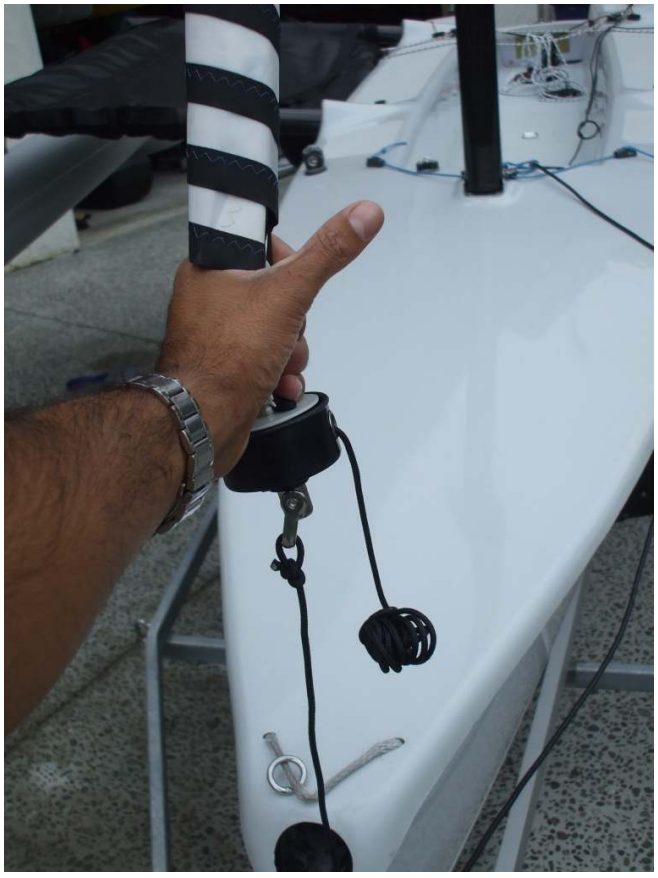
Attach the tack of the jib to the bottom furling drum. Make sure the D-shackle is on the other end of the drum.

If the D-shackle is a tight fit squeeze the ‘fork’ part of the drum in a vice to ensure a loose fit shackle. This will help when rigging.

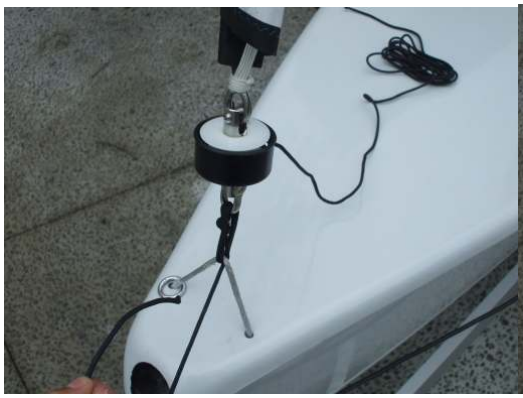
2. Hook the T-ball into the mast as if it were the forestay. Do not rig the jib halyard. Rig all other halyards as per normal.

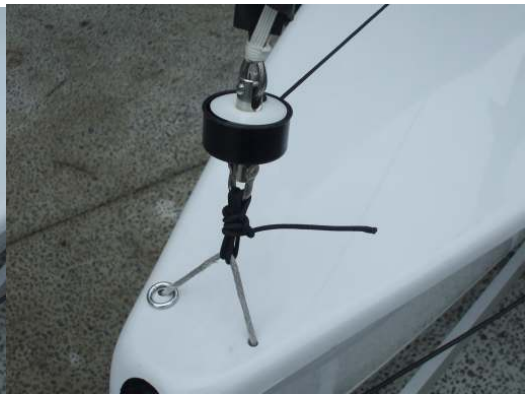


3. Raise the mast as normal and use the furling jib as the forestay

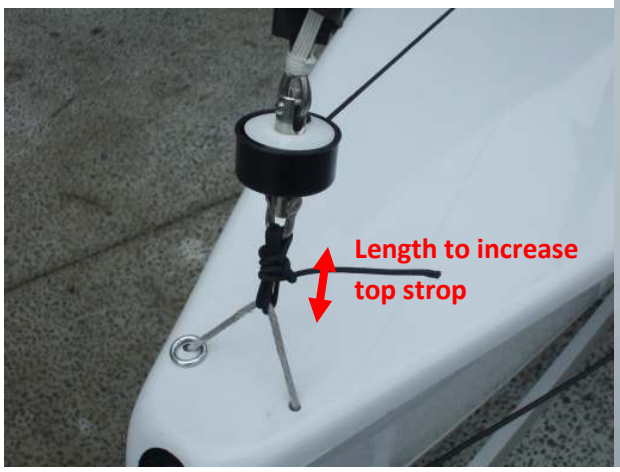


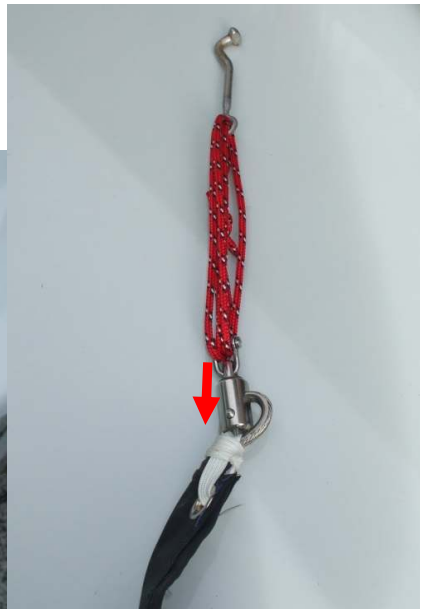
4. Lash the line onto the bow strop (lowest point possible) and pull on desired rig tension. Tie this off ready to take a measurement and adjust the top lashing.



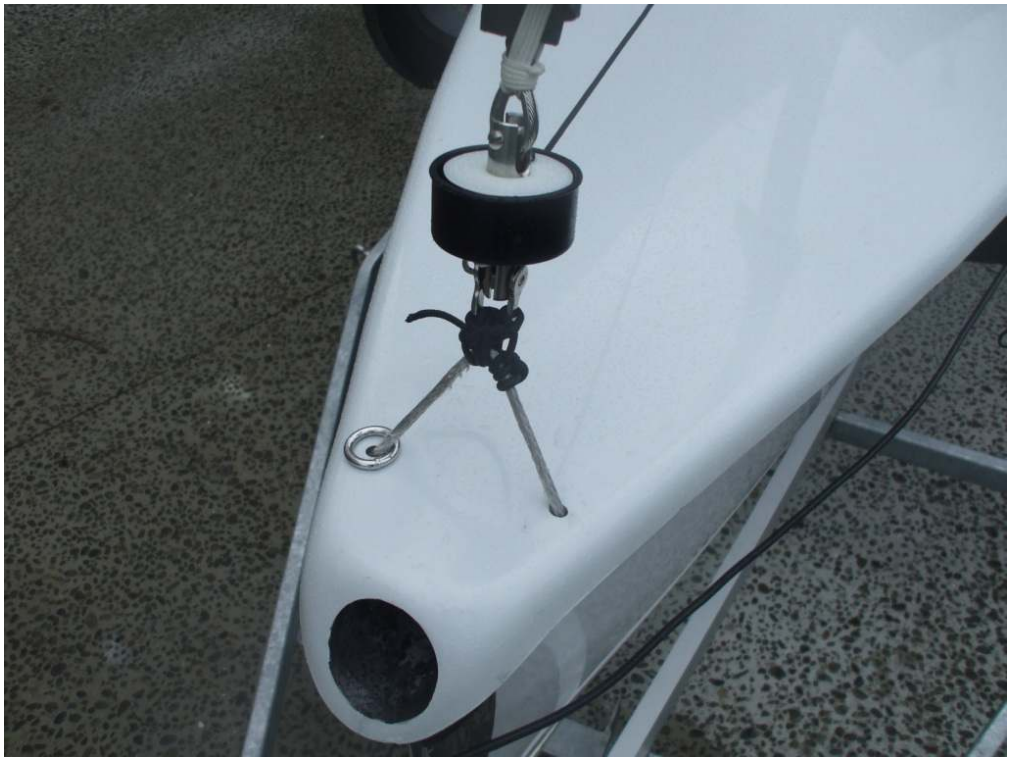


5. Note the height of the unit above the deck. The top swivel lashing will need to be adjusted so the drum is as close to the deck as possible. Measure the length of the bottom lashing (left) and note it down. Drop the mast and then extend the top lashing (right) by the measured length.





6. Once the adjustment has been made raise the mast again, tension the rig and check the new length.



If the length is correct (as shown above) and the rig tension is sufficient you can rig the sheets and furling line. If you need more or less length you will need to repeat step 5.

EXTRA NOTES ON THE FURLING JIB

- If rigging for the first time you will need to furl the sail up. This is not absolutely necessary as the mast can be raised with the jib unfurled – but if there is any wind it is recommended. Furling the jib can be done by tying off the head on a anchor point then tensioning the luff by tying off the tack. Options may be between two people, rigging the sail as if it were a normal jib, between two posts etc
  You then just wrap the clew around the jib tightly until it is furled away and tie it off.
- Over time there will be a little stretch in components causing loss of rig tension. This will require tightening up of the lashing between the top furling swivel and the T-ball swage fitting.
- Mast rake adjustments will affect the rig tension.
- If you having trouble raising the mast (sometimes in heavy winds) try turning the boat so the stern is facing the wind. This will make it easier to raise. The same effect can also be achieved by rigging the boat on a slight downhill slope (nose pointing downhill).