Weta Dacron Furling Jib Rigging Instructions – 26/5/10

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.

Halyard when rigging

Rig the main halyard as usual.

Rig the longer gennaker halyard (1.5m longer than standard)

Do not rig the jib halyard

Make sure one end of the gennaker halyard is tied/cleated off as this will be used as the forestay for initial rigging. It is a good idea to have a bowline on the end of it (you will see later).

Insert the T-ball swage fitting into the mast instead of the forestay. (The luff of the furling jib will act as the forestay).

Also attach the side stays at the same time

Raise the mast as per normal. Note there will be a little extra weight/windage with the furled up jib. (see extra notes for tips on this)

This is where it is important to make sure the jib is furled and tied so it does not catch the wind.

While holding the mast up make sure one end of the gennaker halyard is tied/cleated to the mast while you take the other end as if it is the forestay.

Use the free end of the gennaker halyard and tie it off on one of the eye fittings on the bow.

The mast should now be upright and stable. This is a good time to check that all T-ball fittings are correctly in place on the mast.

Next go to the end of the gennaker halyard that is tied/cleated off at the mast and attach it to the downhaul.

This may take a little adjustment the first time with lengths. It is recommended to leave a bowline at the end so the downhaul just hooks in.

Once the downhaul is attached you can begin to pull rig tension on with it.

While pulling on rig tension be sure to check all parts are moving OK and knots are secure.

You should now pull the desired amount of rig tension on. Make sure you look at the mast tip while doing this as it will bend. A small amount of inverted bend is OK – but exceeding this will result in damage.

You may need to re-tie the bowline if you run out of downhaul range.

Now with the rig tension on you can shackle the bottom drum of the furling jib onto the forestay strop.

This will require adjustment the first time rigging.

It is recommended the first time you estimate the length of the lashing (approx 150-200mm), rig up to this point – then measure the distance you are short (or long).

You then drop the mast and adjust the lashing by the offset measurement and re-rig.

Depending on how accurate you wish to have the rig tension you may do the a few times to get it right.

Once the luff length is adjusted correctly the drum will be shackled to the bow line. Note you should shackle directly to the bow lashings (not the stainless ring) so the luff is a low as possible.

You can now release the downhaul tension which will leave the gennaker halyard slack

Now untie the gennaker halyard and rig the gennaker as per normal.

You can now run the furling line to the cam cleat on the deck (may need to be installed opposite the gennaker cleat).

Also run the jib sheets in a similar setup as the gennaker.

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 effect 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).