



### Rigging the MR15

**Safety:** Ensure the bow of the boat is facing directly into the wind and that you are stepping the mast away from any overhead power lines or sharp galvanize roofs or thorn covered plants that could potentially tear your brand new sails.

**Stepping the Rig:** This is a two person job. Firstly ensure the mast step bolts are positioned in the correct holes and that the pins are removed from the stay adjusters to received the shroud fittings. It's easier for two people to lift the mast and get it located in the mast step. Once achieved one person should remain holding the mast while the other attaches the port and starboard upper shrouds (to the forward stay adjusters) and then the forestay. The forestay is used only to hold the mast up while not sailing. (When sailing rig tension is controlled via the jib halyard) The forestay should be tensioned fairly hard and need not be adjusted. Once the forestay is tied, then the two lower shrouds can be attached. Note that the lowers go to the aft shroud adjusters. Once the mast is up, it is advisable to tape the cotter rings (ring dings) to ensure they do not snag on the spinnaker or sheets. Finally attach the trapeze hooks to the shock cord loops next to the jib sheet cleats using the luggage tag method.

**Rigging the Asymmetric:** Your boat comes equipped with the SOCA Single Line Spinnaker System (SLSS). This system allows the crew to pull the spinnaker halyard which launches the spinnaker and bow pole simultaneously. To douse release the halyard, pull on the other end and the spinnaker is sucked back into the bag and the bow pole retracts like magic. The system is partially rigged at the factory, however must be finished once the rig is stepped.

- 1) Once rig is up, run the end of the spinnaker halyard that exits the mast base through the bushing on the starboard side of the mast thwart. This is then run through a cheek block on starboard side of the mast step box and goes forward to a single carbo block in the bow which is tied to the end of the spinnaker pole launch line. The spinnaker halyard then goes back to the swivel base cam cleat just aft of the mast thwart.
- 2) The halyard tail is then run through a single carbo block on the port side of the centerboard case and run aft along the centerboard to a cheek block aft of the spinnaker sock. The halyard turns forward through this cheek block and then runs up the spinnaker sock and out the bow where it attaches to the dousing patch on the port side of the spinnaker.
- 3) The other end of the halyard which exits the mast above the forestay is tied to the spinnaker head.
- 4) The tack line which comes out the hole in the bow pole ties to the spinnaker tack (that's the corner with the sailmaker's sticker)
- 5) Finally each end of the continuous spinnaker sheets are tied to the clew of the sail and you are ready to go.

It is recommended that the SLSS be tested on land first to ensure it is working correctly and all lines have been tied to the correct parts of the sail. Once rigged correctly the system is smooth and easy to use. However be extremely careful when testing the system on land to ensure the boat does not capsize. Never hoist the sail on land without having the bow facing the wind and never hoist it on land on a windy day.

**Main and Jib:** Now that the spinnaker system is rigged the easy part of hoisting the main and jib. Begin by unrolling the sails and attach the tack of the jib to the eyestraps on the bow with the shackle provided. Then attach the head of the jib to the 2:1 jib halyard by using the shackle on the wire block which has the jib halyard running through it. Once the tack and head are attached pull on the jib halyard puller line which exists the mast on the port side. Pull until the wire section of the halyard exits the mast and then attach the halyard tensioner hook to the loop in the wire. Halyard tension is then applied using the 4:1 jib halyard tensioner. The excess jib halyard puller line should be coiled and stored on the thwart to ensure it does not get snagged on anything.

Rigging the main is basically self explanatory. Feed the bolt rope into the slot in the mast. Attach the main halyard and pull carefully so that it does not pull out. Use a simple single granny knot at the head to ensure the sail goes all the way to the top. Pull halyard tight, luff tension is then controlled via the cunningham. The clew slug must be fed through the boom track and the outhaul is attached by running through the clew grommet and then hooking to the two Vs on the end

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of the boom. Ensure mainsheet and vang are eased when hoisting the main and do not tension either of these controls until sailing.

It is not advisable to leave the jib or main hoisted for long periods of time on land as this will significantly reduce the life span of the sails. Sails should be hoisted only prior to launching and as much care as possible taken to prevent unnecessary flogging.

**Rudder:** Install rudder just prior to launching. Ensure retainer clip is preventing rudder from falling off. Also ensure friction screw is tight enough to prevent the blade from falling down at hitting the ground. Once in the water push the blade down by hand, but do not adjust friction screw. It is advisable to remove the tiller extension when on land and when boat is being stored to prevent breaking the universal.

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