

UBC SAILING CLUB

VANGUARD RIGGING GUIDE

2017

- Check the whiteboard and choose a boat that is sailable
- Grab the Vanguard bag with a centerboard, rudder, tiller and main sheet
- Grab a sails bag (main sail and jib)
- Also grab a paddle, PFD, and sign out your boat.
- Go to your boat and position the bow so that it points directly into the wind.
- The jib halyard replaces the headstay when the jib is up. The headstay will fall slack when the jib halyard is properly tensioned. Remove the clevis pin just aft of the headstay, line up the jib tack between the holes, and reinsert the clevis pin.



- Locate the jib sheets and lead the nearest sheet back to the fairlead on the near side of the boat, and lead the other sheet in front of the mast and back to the opposite fairlead. Tie a stopper knot in the ends to prevent them from pulling out when you raise the sail.



- Locate the jib halyard shackle and attach it to the head of the jib. Make sure the jib sheets will run free and pull up the halyard.



- When the sail is most of the way up, you will get to a loop at the end of the wire; hook the purchase located on the port side of the mast into this loop and pull up on the purchase. Tie off the end of the purchase to the cleat, and coil the halyard.



- Lay the boom on the deck so that the block closest to the end of the boom is even with the traveler eye straps and the other end points toward the bow. Remove the fast pin from the gooseneck and line up the holes in the forward end of the boom with the gooseneck holes, then reinsert the pin.



- Unroll the mainsail on the deck. Locate the aft end of the main halyard and attach it to the head of the mainsail. The smaller the knot, the closer to the top of the mast the sail will be. Make sure the mainsheet will run free and pull up the sail, feeding it into the sail track. Once the sail is near the masthead, you will find a stainless ring tied into the line. Pass a loop of halyard through the ring and down under the cleat, and use this additional purchase to pull the main up to full hoist. Cleat off the halyard, and coil the tail. The cunningham is attached to the port side of the mast. Pass the end up through the grommet in the luff of the mainsail and back down to the clam cleat on the starboard side of the mast. Tie a stopper knot in the bitter end to prevent it from unrigging itself.



- The Vanguard 15 mainsheet has a bridle spliced into one end that fastens to the stern deck. Locate the thicker end and pass it forward through the block on the end of the boom, through the black strap, through the forward block, then down through the ratchet block in the cockpit in the direction of the ratchet. Tie a stopper knot in the bitter end.



The shockcord attached to the rudder gudgeons keeps the mainsheet bridle from fouling. Pass the thinner ends of the main sheet through the shockcords; then attach the ends of the sheet to the two eyestraps on the stern deck, keeping their length fairly even. Adjust bridle ends until the mainsheet splice is on centerline; this will improve performance in light air.

- Locate the vang (attached to the mast) and shackle the loose block to the bail on the underside of the boom. Make sure the line is uncleated and will run free.



- Attach the rudder to the gudgeons as shown, kicking up the rudder if necessary. Make sure the rudder bolt is tight enough so the blade will remain kicked up. Pass the tiller between the mainsheet bridles and slide it into the rudder head. Wrap the rudder down haul loosely around the cleat; this line will get tightened once the rudder is all the way down.



- Place the daggerboard somewhere convenient for the crew to handle during launching. When launching, once the crew is onboard with the boat in shallow water, slide the daggerboard into the daggerboard trunk as much as water depth will allow. The thin edge should be aft and the handle up. Stretch the shockcord around the aft edge with the plastic tubing against the edge of the board; this helps keep the board at the desired height.
- When launching, push the rudder blade down as much as water depth will allow. Once it is all the way down, tighten the downhaul line and secure it to the cleat.

When de-rigging, make sure to put everything back as you found it (or even more orderly). Make sure to rinse the boat and gear (and the sails if they got wet). Roll the sails (jib inside the main) making sure to keep the battens straight.