Musto Performance Skiff Rigging Guide by Victor Boats

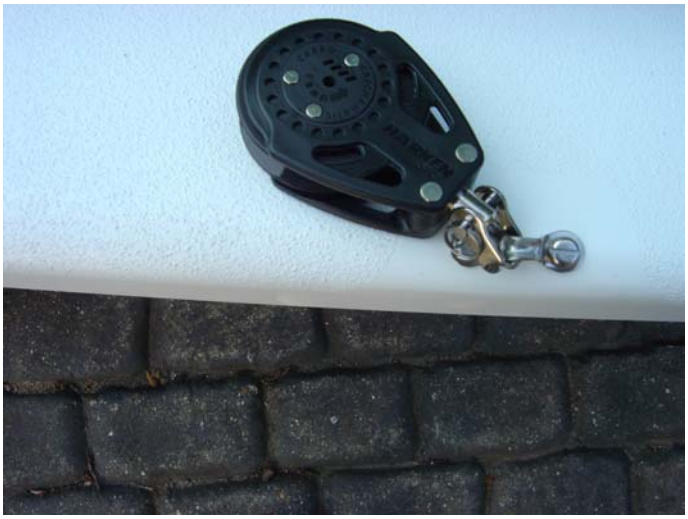
This rigging guide is to be used in conjunction with the CE Owners Manual available at http://www.mustoskiff.com

Please take your time to rig your boat up prior to your first sail. You will, no doubt, be in a hurry to get out on the water and enjoy some serious skiff sailing but a few extra minutes spent checking your boat is correctly rigged will make sure you have an enjoyable sail and may prevent you damaging your kit.

You can rig the boat in a different order from than that described here but we know this method works.

Below; shows the starting point, you should have one of everything in this picture.

1. The boat comes supplied with everything you need to go sailing, if you are missing an item please call your dealer



2. You have to start somewhere so lets start by attaching the Harken Carbo Ratchamatics on. One each side. They are not handed so you don't need to worry about which way round they go.

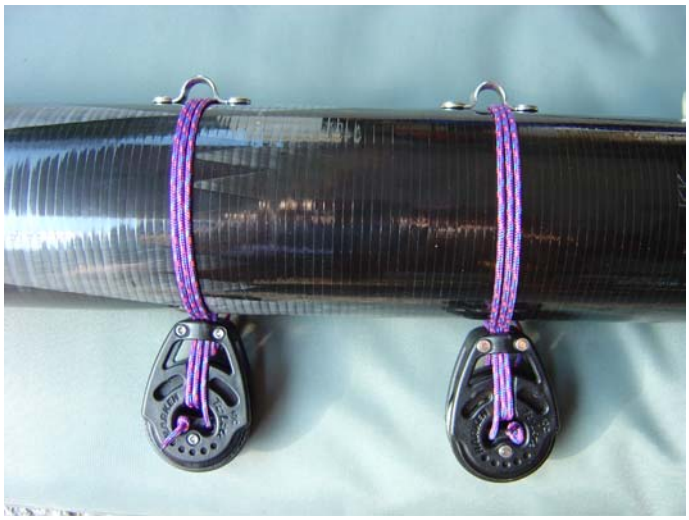
Rigging the Boom

3. The first step is to fit the Harken ti-lites to the boom for the mainsheet. Tie a figure of eight in the end of the supplied string and thread it through the block

4. As the string comes through the other side pass it through the top of the block.

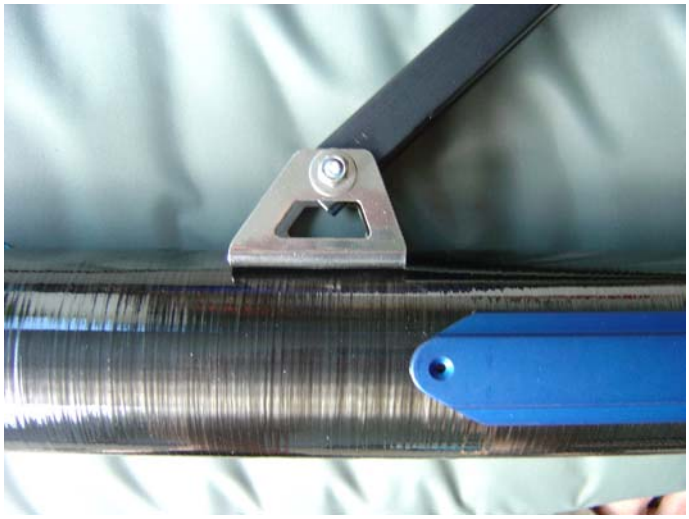
5. Take it through eye on the top of the boom and back through the top of the block. Then back through the body of the ti-lite.

6. Repeat the process until you have three wraps around the boom. Finish the process by putting a figure of eight knot on the tail leaving the block “snug” to the boom.



7. Repeat the process for the second block.

8. Bolt the double kicker bar to the boom fitting



9. Make sure you don’t over tighten this as it will need to move up and down as the kicker is adjusted.

Fitting the Wings

10. Fitting the wings is simple; make sure you align the white end fittings with the male fitting on the deck.

11. Insert the wing pins. If they are difficult to insert you may not have the wings in properly. Give them a little “wiggle” until the pin can be inserted.

12. Clip the elastic over the pin end between the bar and the deck eye

13. With the elastic between the wing and the deck eye the elastic can never get knocked off and you won’t lose any pins. The folded ends of the pins should be away from the cockpit so that the mainsheet doesn’t get caught on the pin.

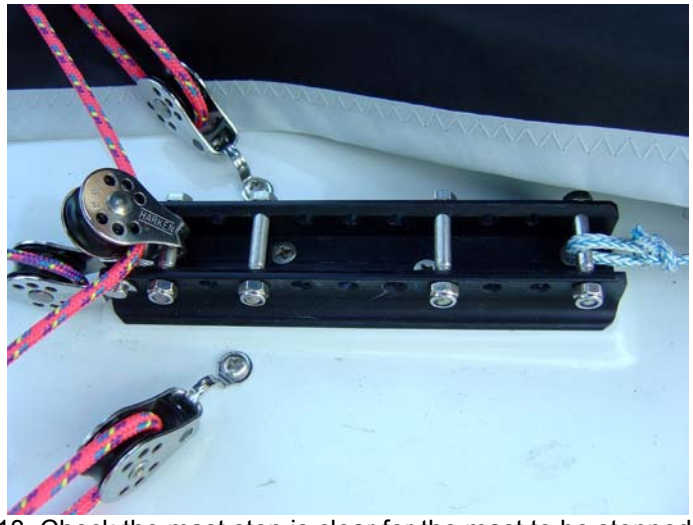
14. With the wings fitted ensure that the line for the downhaul (pink in this picture) is on top of the wing bar.

Stepping the Mast

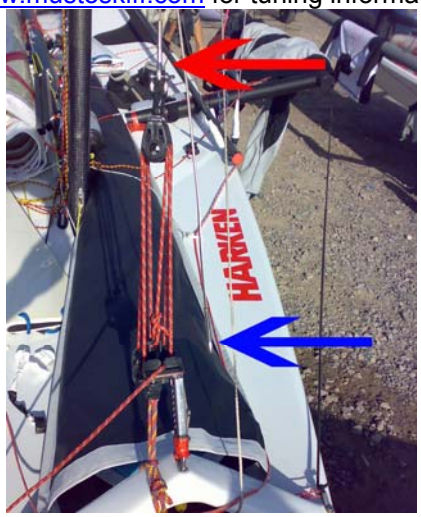
15. Before stepping the mast lay it out (on padding, you don't want to scratch your new carbon mast) and check that all the line and wires are not twisted up. Also look up and check you are not going to hit anything with the mast when you raise it, especially power lines!! NOTE: The trapeze T terminals go in the upper slots.

16. Fit the rig adjusters onto the chain plates

17. Attach the lower shroud to the inboard rig adjuster. Five holes down on the front row is a good start but check www.mustoskiff.com for tuning information



18. Check the mast step is clear for the mast to be stepped.



19. Step the mast and loosely the forestay with the rig tensioning device (not supplied) to the upper eye (arrowed red)

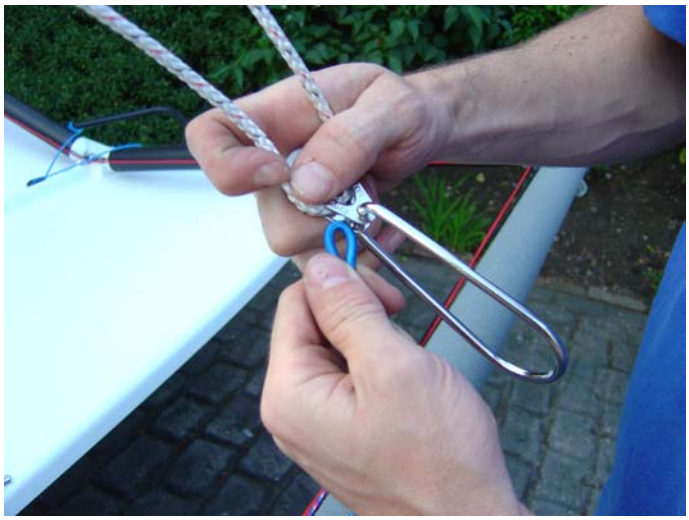
20. With the weight of the mast now on the trapezes attach the lower shrouds to the plate on the mast. Do both sides and the mast will now be self supported.

21. Attach the shroud to the outboard rig adjuster. Five holes down on the front row is a good start but check www.mustoskiff.com for tuning information

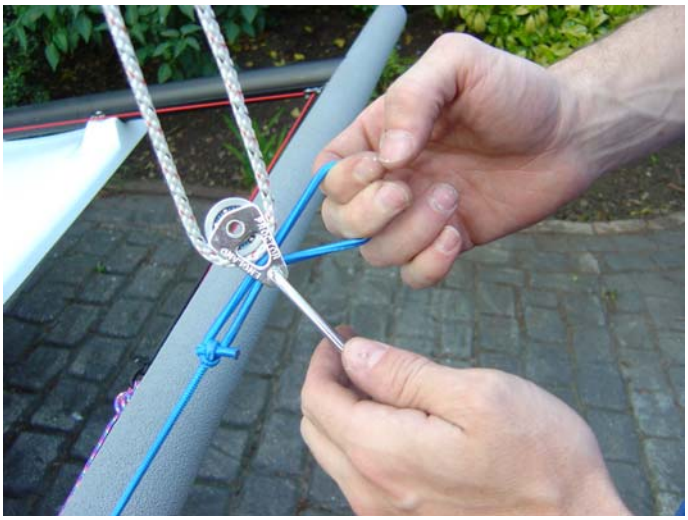
22. Now you have both shrouds and lowers attached tension the rig using the tensioning device and then locate the lower eye (shown blue arrow in step 19) into the chainplate and insert the pin. Then remove the tensioning device. NOTE: Please don't over tension the rigging; call Victor Boats if unsure on required rig tension.

22a. Now tape or cover the chainplate AND the upper eye that the rig tensioning device was attached to to prevent the spinnaker snagging

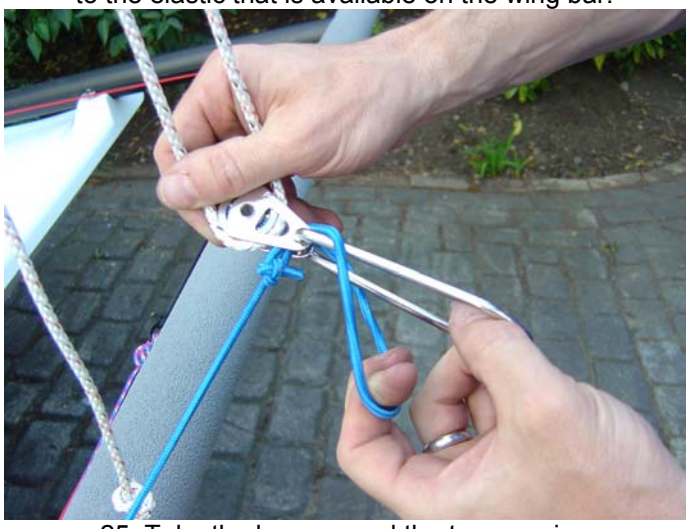
Attaching the Trapezes



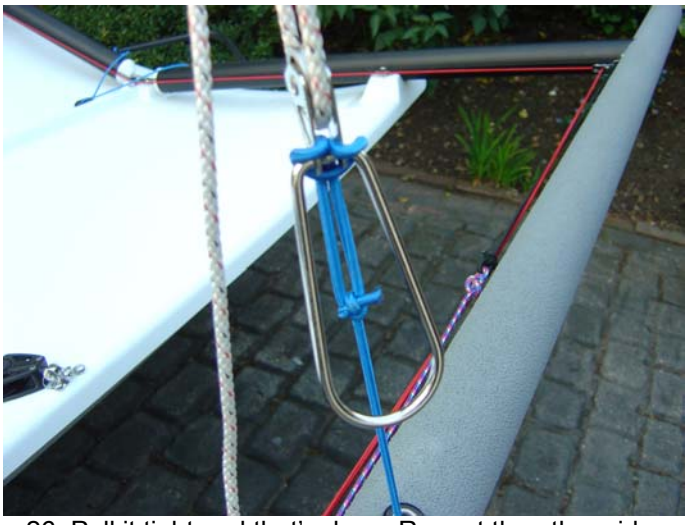
23. Now the rig is tensioned the trapezes can be connected to the elastic that is available on the wing bar.



24. Take the loop and pull it through the ring block.

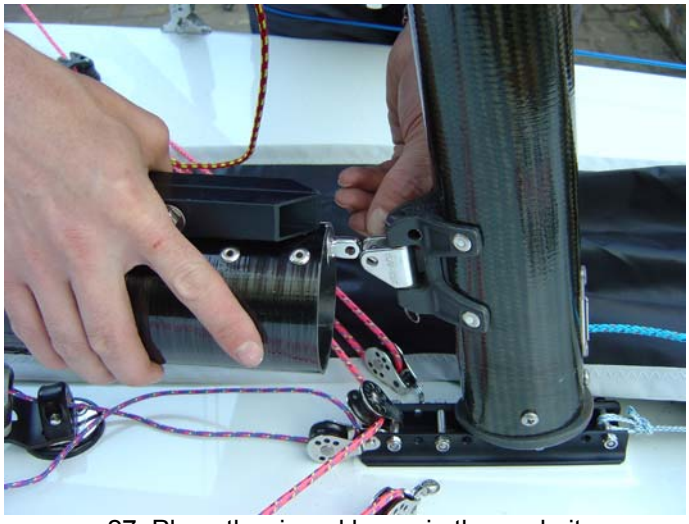


25. Take the loop around the trapeze ring

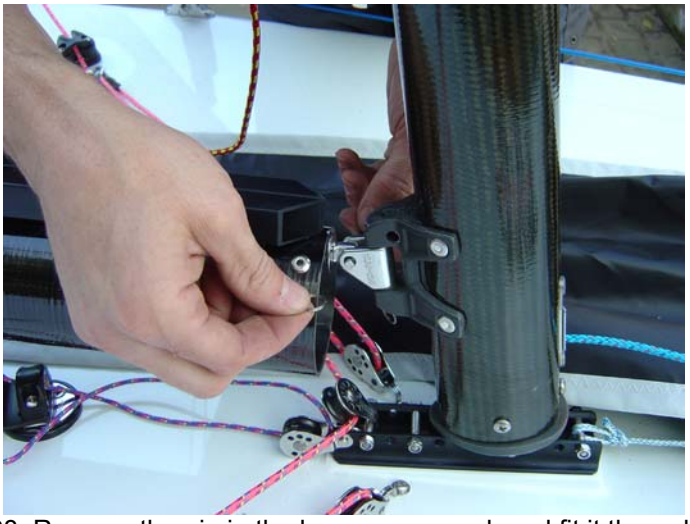


26. Pull it tight and that's done. Repeat the other side.

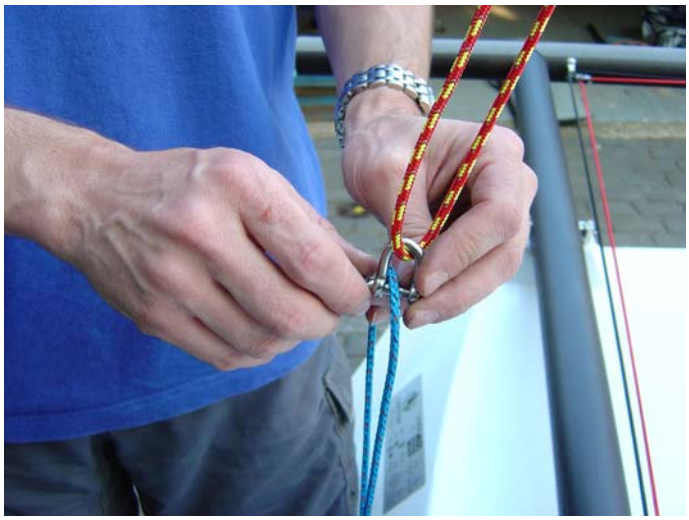
Fitting the boom, vang and mainsheet



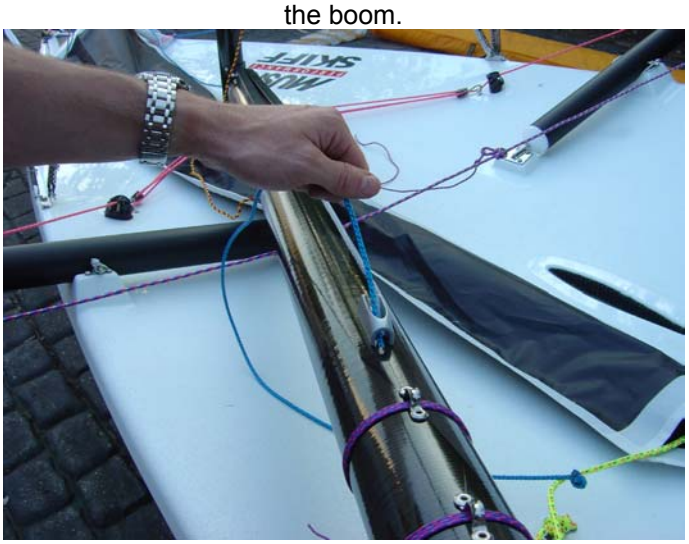
27. Place the rigged boom in the cockpit



28. Remove the pin in the lower gooseneck and fit it through the boom.

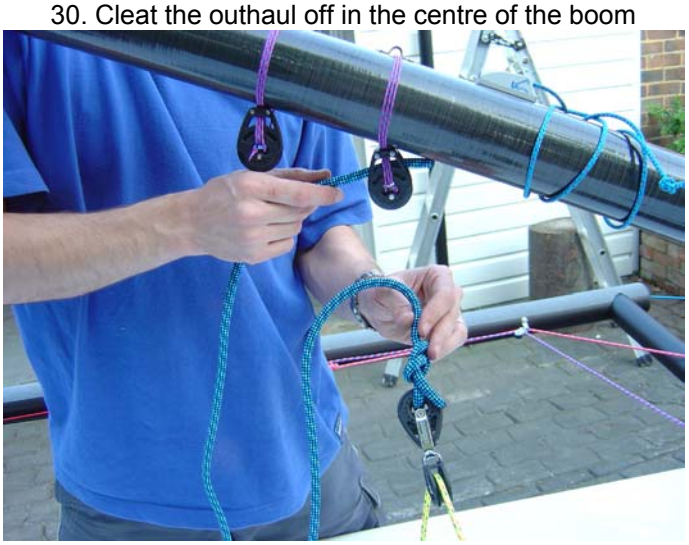


29. Attach the main halyard to the outhaul



30. Cleat the outhaul off in the centre of the boom

31. Pull some of the main halyard through so the boom is in the approximate position that you would expect when sailing



32. Rig the mainsheet starting with a bowline on the block attached to the mainsheet bridal. Then thread it through the front block on the boom.

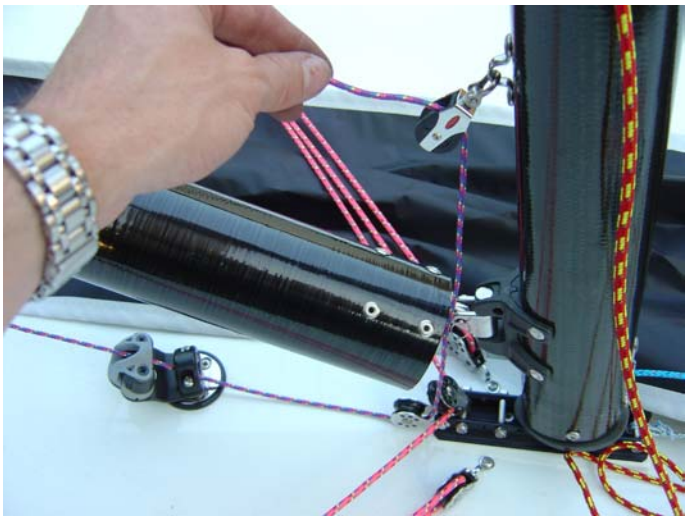
33. Then thread it through the block on the bridal then back through the aft block on the boom and through the jammer. MAKE SURE YOU GET IT THE RIGHT WAY THROUGH THE RATCHET BLOCK,

34. Push the boom out to the shroud and cleat the mainsheet.

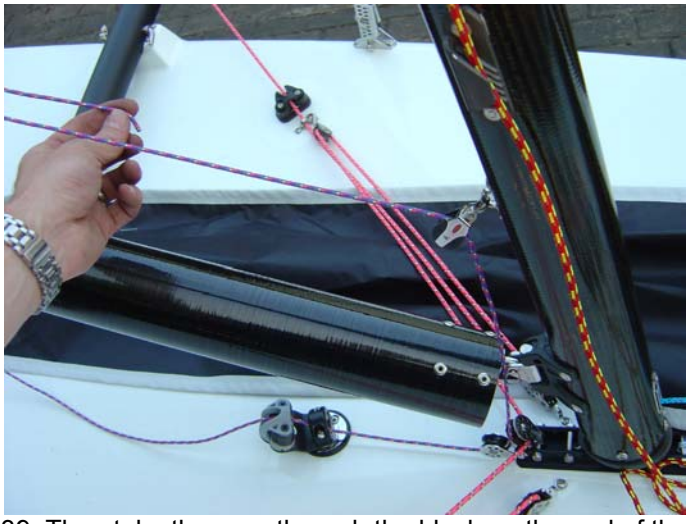
35. Pull the sheet on a little bit and put a stopper knot of your choice into the mainsheet. This will stop the boom hitting the shroud when the mainsheet is not cleated.

36. Fit the other kicker bar to the upper gooseneck.

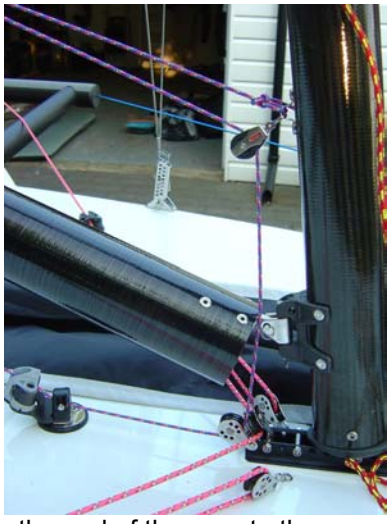
37. Locate the two kicker bars together. Note if they will not then just adjust the height of the boom by adjusting the angle of the boom with the main halyard.



38. Thread the kicker control line. From the cleat, through the block on the mast step then through the block on the mast.



39. Then take the rope through the block on the end of the kicker bar and back towards the mast.

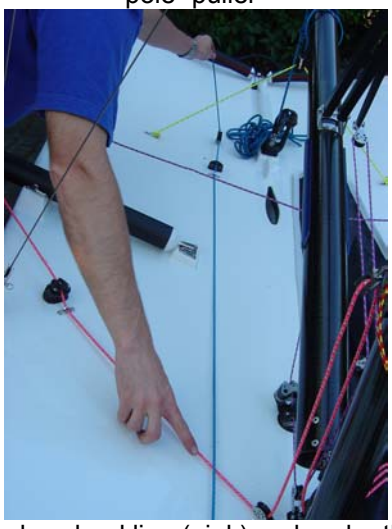


40. Then tie the end of the rope to the eye on the mast.

Rigging the Spinnaker

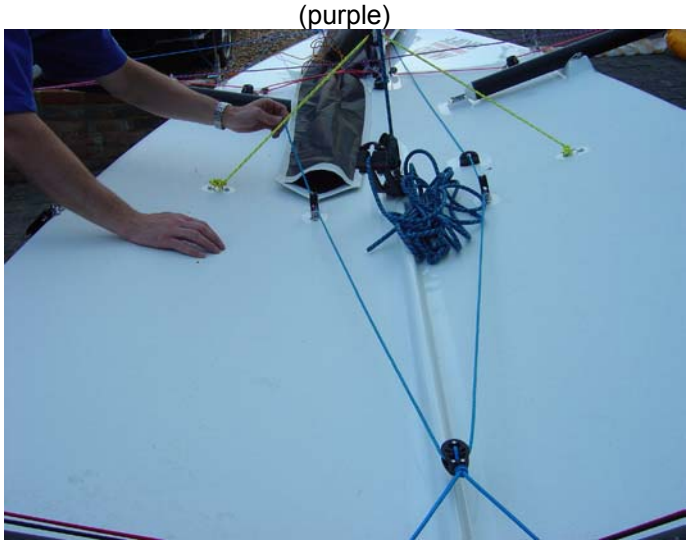
41. Take the halyard from the exit on the front of the mast, under the chute throat and through the block attached to the pole “puller”

42. Take it back under the chute throat



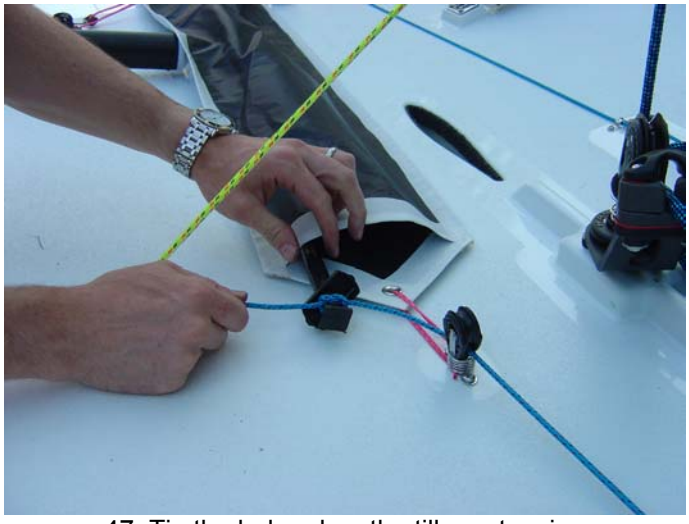
43. Over the downhaul line (pink) and under the vang line (purple)

44. Through the cleat on the deck and through the block behind it. Note: Make sure you go under the bridle.



45. Through the “take up” block at the back of the boat and through the block at the back of the chute.

46. Use the tiller extension to thread the halyard through the chute.



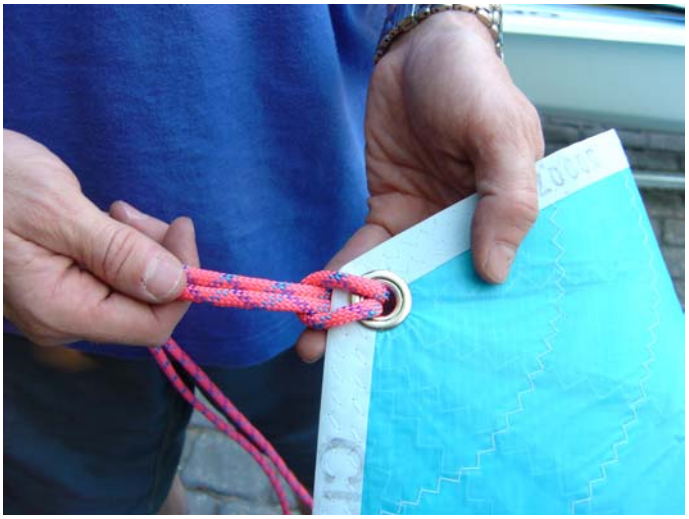
47. Tie the halyard on the tiller extension

48. Pull the extension out of the chute

49. Tie the halyard onto the forestay eye, otherwise the elastic will pull it back again.

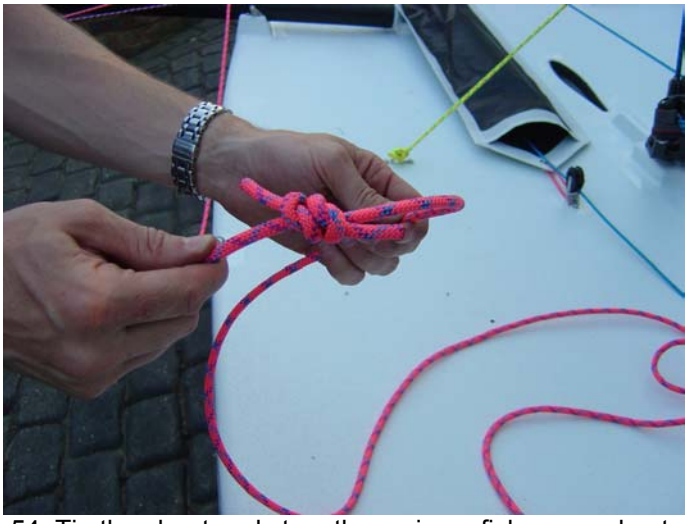
50. Roll the kite out and tie the tack on the clew line with a bowline.

51. Then attach the kite sheets to the clew. Find the middle of the sheets and push the loop through

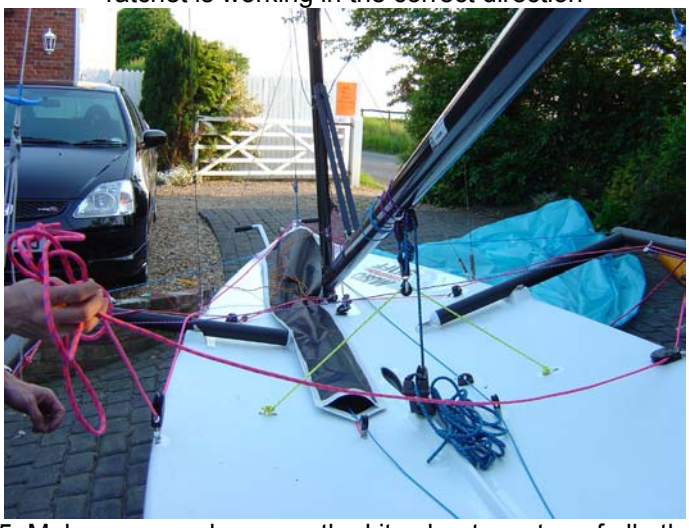


52. Then post the end of the sheets through to make a “larks foot” on the clew.

53. Thread the sheet ends through the ratchet blocks, observing the arrow on the blocks to make sure that the ratchet is working in the correct direction



54. Tie the sheet ends together using a fishermans knot. Note: You can tie the sheet ends to the clew if you want but I prefer this method. There are also other options for this.



55. Make sure you have run the kite sheets on top of all other ropes and behind the mainsheet.

56. Tie the head to the kite halyard.

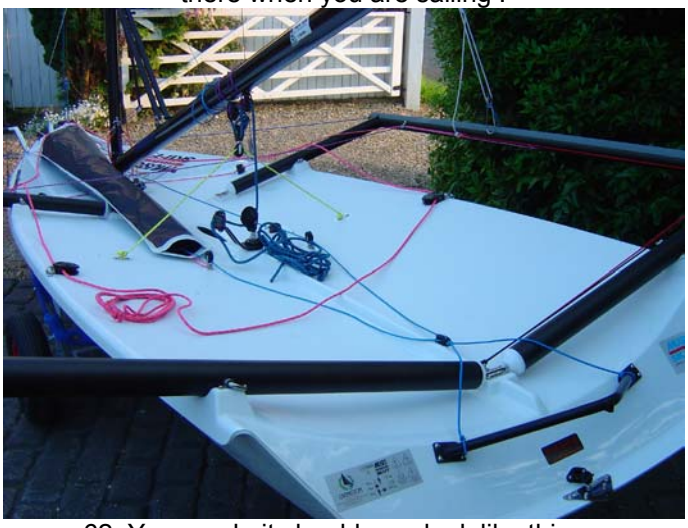
57. Un-tie the downhaul from the forestay eye (remember step 49) thread it through the ring on the kite. Make sure you are under the kite sheets

58. Tie the downhaul to the upper patch on the kite.

59. If it is the first time you have rigged an asymmetric spinnaker it's a good idea to hoist it on the shore AS LONG AS IT IS NOT TOO WINDY.

60. Then drop the kite, make sure you do not get it caught on the trolley handles on the way down, they of course won't be there when you are sailing .

61. Have a quick look up to make sure the halyard is not twisted.



62. Your cockpit should now look like this …

Fitting the Rudder

63. Offer the stock up to the pintles and insert the pintle bar from the bottom

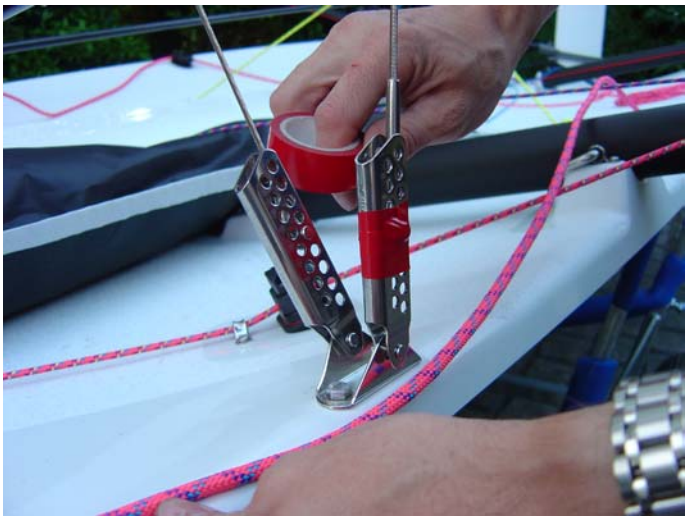
64. Insert the split ring at the top to hold the pin in place. Once on the stock it can be left on the boat permanently.

65. Clip the tiller extension onto the tiller.

66. Insert the rudder blade to the stock. Friction will keep it up.

Fit the Bung and Tape EVERYTHING up

67. Don't forget to put the bung in!!!!



68. Tape everything up, if it looks like it may snag you or

anything else tape it up. If it's your first sail follow the rule "if in doubt, tape it up"

Hoist the mainsail

69. Check the halyard doesn't have any twists and shackle the head on.

70, Slowly pull the main up, as it's fully battened it can be stiff so go steady. A good spraying on McLube on the track can make things easier.

71. Once it is at the very top give the halyard a good pull and cleat it off.

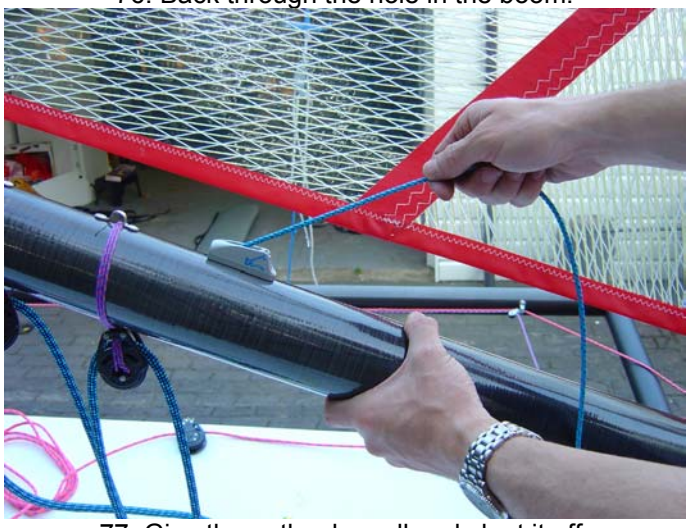
72. Coil the halyard up and post it in the pocket on the starboard side of the main.

73. Tidy it all away and close the pocket using the Velcro.

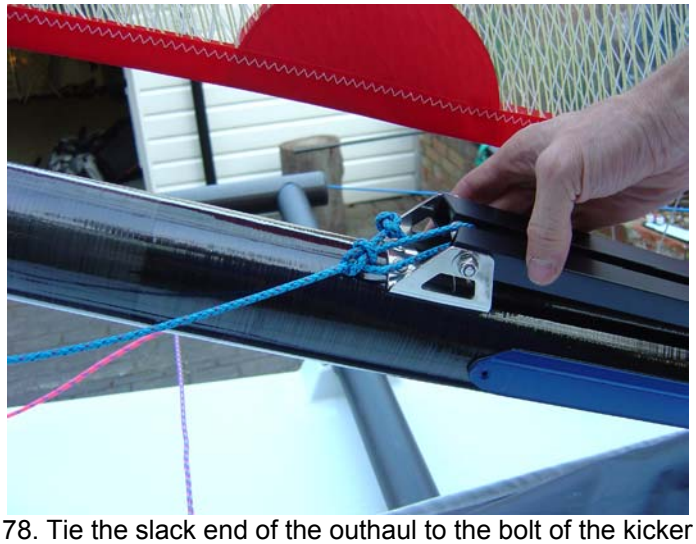
74. Post the clew strap over the end of the boom.

75. Take the outhaul through the clew cringle

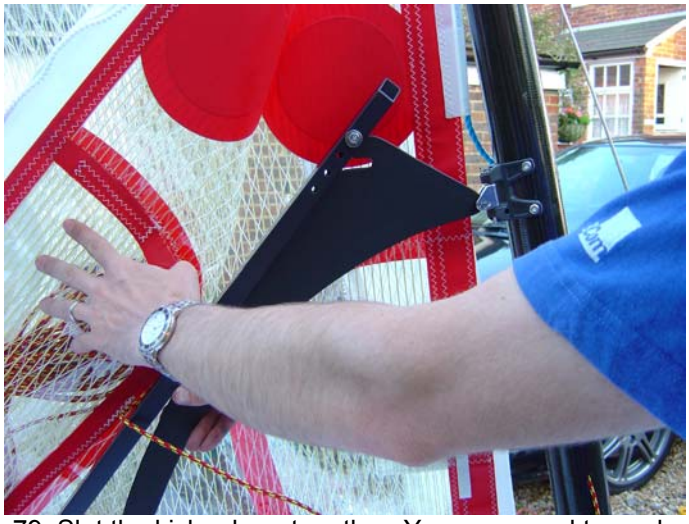
76. Back through the hole in the boom.



77. Give the outhaul a pull and cleat it off.



78. Tie the slack end of the outhaul to the bolt of the kicker bar to keep the end tidy.

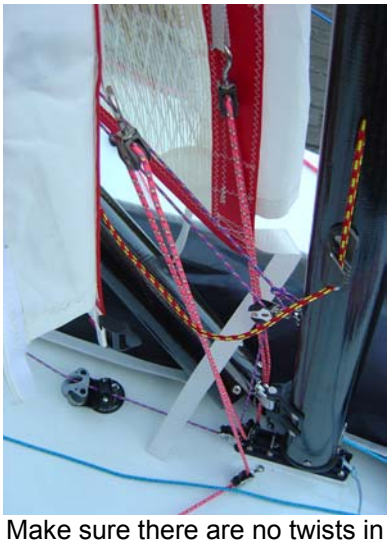


79. Slot the kicker bars together. You may need to apply some leech tension with the mainsheet to achieve this. Make sure the boat is head to wind and if it's windy get some help otherwise the boat can get blown off the trolley.

80. The bolt is usually in the top of the four available holes.

81. Hook the port downhaul block to the port loop

82. Then the starboard one



83. Make sure there are no twists in the system and everything is the correct side of each other.

84. Zip the sleeve up

85. All the way to the bottom

86. Buckle up the two straps.

87. Place the daggerboard in the boat

88. You are ready to go ….

89. The cockpit should look like this

90. Just add water.