

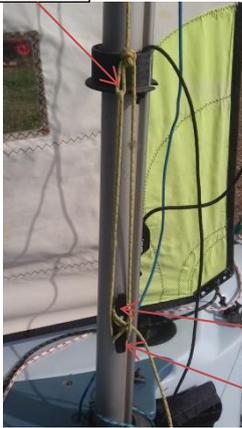
## Lympstone Sailing Club – Club Boats

### RS Feva Rigging Guide

#### Jib:

The jib halyard is yellow with red flecks. To rig the jib (which should be rolled up on the foredeck when you have removed the cover):

loop



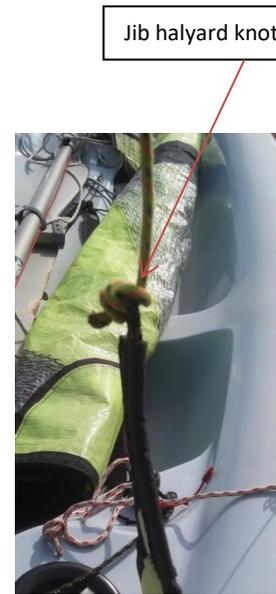
1. The free end of the halyard – that you haul - has a loop in that will be up by the block up the mast. Pass the other end of the halyard through the loop at the head of the jib.

2. Tie a simple overhand knot in the end of the halyard

3. Secure the halyard by tying another knot with the end of the halyard – the 'knot-on-knot', shown on right

4. Check the halyard is not twisted round anything, raise the jib and secure it on the **cleat** on the port side of the mast

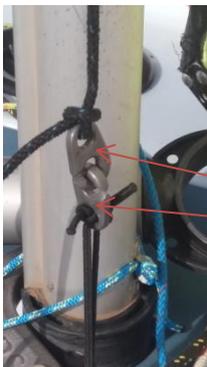
5. If it is very windy you should apply extra tension to the jib halyard. To do this pass **the halyard under the cleat**, take it back up to the loop in the halyard and use this as a purchase and secure to the cleat as shown on the left



Jib halyard knot-on-knot

#### Mainsail:

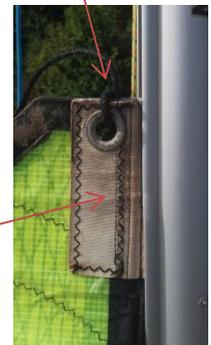
1. Unroll the mainsail and place it in the boat with the bolt-rope (in the luff) by the mast
2. The main halyard is black. One end has a knot already in it (that was holding up the cover)
3. Feed the knot through the cringle at the head of the sail and tie another knot-on-knot to secure it
4. Feed the bolt rope into the luff groove in the mast and raise it to the top of the mast. Be careful to ensure all the **reinforced sections** of the luff – white, at the head, at the top batten pocket and at the tack - feed smoothly into the groove. Sometimes the halyard slips into the cleat at the top of the mast: free the halyard from the cleat and pull the sail down slightly to carry on raising it



5. Raise the mainsail as high as it will go, secure the halyard in the masthead cleat – ~~to do this~~ move it round aft of the shroud to ensure it is well seated

6. Join the **Inglefield clip on the halyard** to the **one on the black shock-cord** emerging from the foredeck and store the halyard in the black pouch on the starboard side of the hull near the base of the mast

Main halyard knot-on-knot



Unless it is very windy, this is a good time to get changed as the mainsail and jib will be free and won't have any force. If it's very windy it's better to be changed before rigging as the sail won't flog for too long.

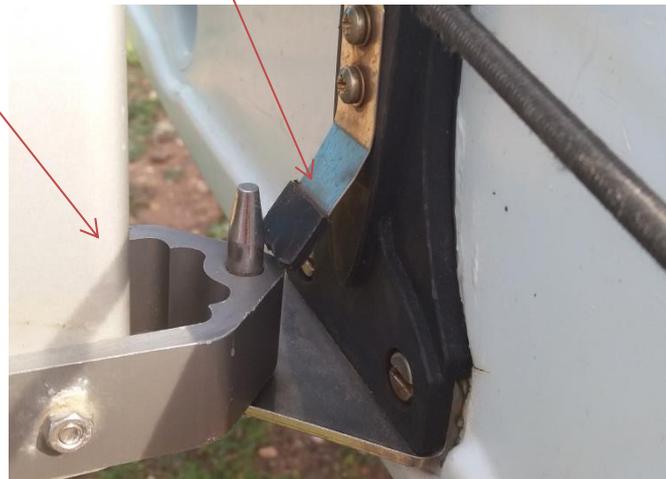
## Complete rigging:



1. Position the boat head to wind
2. Place the **horseshoe of the inboard** end of the boom on the **black ring** on the mast so that it sits on the black collar, as shown on left
3. The **downhaul/Cunningham** is the short piece of black line that comes off the black ring. Pass it through the **cringle** at the tack of the mainsail and cleat it in the **jammer** on the starboard side of the mast, as shown on the right



4. Free the kicking strap so there is no tension on the boom
5. Hook the **clew of the mainsail** onto the **hook on** the aft end of the boom
6. Tension the outhaul and kicking strap as required
7. Fit the rudder. Note that the **tiller and tiller extension** pass underneath the line that has the **mainsheet block** attached to it. Ensure that the **spring clip** that holds the rudder in place has engaged with **the rudder**. This will prevent it dropping off in a capsize.



8. While launching the boat, secure the dagger-board by passing the shock-cord round the mast and clipping it back on to itself. When the dagger-board is down there is another piece of shock-cord over the slot/ Ensure that this passes over the top of the board to keep it in place. I tend to sail with the dagger board down all the time (except when coming ashore!), especially with a crew as raising it severely limits the crew's maneuverability on the boat.

## De-rigging and packing away

This is pretty well the exact opposite of the rigging process. Please ensure that:

1. If the sails have become wet with estuary water (e.g. in a capsize) they are washed off with fresh water and left to dry (good time to get changed out of sailing gear) before

2. Rolling both mainsail and jib from the head. Please leave the **jib attached to the boat** at the tack and it is easier to roll if one **sheet is pulled in and cleated** off in its jammer



3. Place the **rolled mainsail in the hull**. Please do not fold it in half once rolled.

4. Replace the cover;

- a. First place the cover loosely on the boat
- b. First, push the **plastic stoppers** through the **loops** by the shrouds
- c. Tie the remainder **of the edge cord** at the bow of the boat, under the **spinnaker pole**
- d. While the cover is still loose, it is worth feeding the stop knot on the main halyard through the loop on the top of the cover and secure knot-on-knot – this will ensure that rain runs off the cover.



5. Secure all the clips on the cover
6. Pull the main halyard to tension the top of the cover slightly and secure in the cleat used for the Cunningham in normal sailing

7. Use the **Cunningham line** to secure the jib and spinnaker halyards round the mast as shown

8. If all has been done correctly the boat should look like this, and it will be easy for the next user to rig.



### Spinnaker

The RS Feva has an asymmetric spinnaker which is relatively easy to use, especially with a little practice. Should any user wish to try this I'd be happy to show you how to deploy, trim and drop it while sailing.