

TASAR RIGGING INSTRUCTIONS

Update: August 24, 2011, Jim Pinard

BEFORE STARTING

1. Roll the boat on its dolly to the edge of the water with bow to the wind.
2. Insert the drain plug at the stern.
3. Remove foils from the foil bag and assemble the tiller onto the rudder.
4. Place the center board in the boat, front of the center trunk so the crew person will be able to reach it when underway.
5. Rudder – Typically the rudder is installed when the boat is in the water. Make sure it 'clicks' into place, and is firmly locked in so that it is not lost in the event of a capsize. **(FIG 1)** Alternately the rudder can be installed on the beach if it will remain in an up-hauled position (blue boat rudder has two lines, one for up-haul, the other for downhaul).
6. Remove the sails from the sail bag, lay them in the boat.

MAIN SAIL

1. Loosen the boomvang lines by un-cleating them on each side of the front bulkhead. **(Fig 2)**
2. Untie the main sheet, and let it run free through its pulley, un-cleated.
3. Attach the head (top) of the sail to the main halyard shackle.
4. Feed the sail bolt rope into the wide part of the slot on the mast. **(Fig 3)**
5. It is extremely important that you line up directly in front of the mast while you pull down on the main halyard to raise the sail. Failure to do so may result in the main halyard jamming at the top of the mast as it may jump off the pulley (see "De-Rig", paragraph on "Unjamming the Main Halyard" below).
6. The sail may become difficult to raise on the way up, drop it a few inches and try again.
7. Hoist the sail until you can engage the small ball on the wire under the jaws of the V-shaped hook (halyard lock) located about 8 inches from the top of the mast by walking around to the port side. When this is done, you can release the tension on the halyard and the sail will stay up. **(Fig 4)**
8. Bundle the main halyard line and store it either by clipping it to the eye hook near the bottom of the mast, or wedging the coil of line between the mast and the stay.
9. Loosen the outhaul line on the boom, and attach the clew (rear corner) of the sail to the shackle at the aft end of the boom. **(Fig 5)**
10. Tighten the outhaul.
11. Connect the shackle at the forward end of the boom to the tack (front corner) of the sail through the grommet on the sail **(Fig 6)**.
12. Pass the Cunningham through the grommet about 8 inches above the tack (front corner), and pass it down through the cleat on the boom and cleat it. The boom should be now firmly sitting on the gooseneck on the mast. **(Fig 6)**
13. Tighten and cleat the boomvang with the lines on the front bulkhead. **(Fig 2)**

JIB

1. Attach the tack (front corner) of the jib to the shackle at the bow of the boat.
2. Pass the jib sheets through the jib fairleads, in the direction from the outside to the inside of the boat, and tie a figure eight knot on the ends.
3. Attach the head (top) of the jib to the jib halyard shackle, and hoist the sail up.
4. When the little loop in the halyard gets close, hook the 'magic box' to the loop in the halyard.
5. Finish hoisting the jib by pulling down on the magic box and cleating it.
6. Bundle the jib halyard line and store it either by clipping it to the eye hook near the bottom of the mast, or wedging the coil of line between the mast and the stay.

GETTING GOING

1. **Close the auto bailer before entering the water!**
2. Launch off the dolly in about 2 feet of water. The dollies are designed to hold the weight of the boat under the gunwales, and to get it off, step on the dolly to keep it down, and take the boat off by backing it off the rear of the dolly.
3. The Tasar rolls easily so the easiest way to keep it stable in the water prior to launch or after landing is to hold onto the gunwales, not the bow like on Albacores. **Never leave a rigged Tasar in the water unattended or moored to an anchor, it is sure to tip over.**
4. Make sure the traveler on the center trunk is centered – this is adjusted and secured by lines on each side that are cleated on each edge of the deck. (Fig 7)
5. Skipper gets in the boat, ensures that all lines are free and working.
6. It's a good idea for the skipper to move to the opposite side of the boat as the crew member boards the boat to keep it level.
7. **OFF YOU GO!**
8. As you take off the Skipper hauls in on the rudder down haul to drop it, then cleats it on the tiller.
9. Crew member slowly drops the dagger board as you get into deeper water – **The dagger board is tall , so be careful to point the boat in such a way that the boom and sail do not interfere while inserting the board.**
10. Use the mast rotator handle to rotate the mast in the direction of the wind for best sail shaping and maximum performance.
11. You can use the traveler on the centre trunk do get more sail in the wind when reaching or running.

LANDING AND DE-RIGGING

1. As you approach shore, don't forget to raise the centerboard and un-cleat the rudder – it will raise itself when it touches bottom.
2. Remember, the Tasar is tippy, so when exiting the boat, make sure you balance the skipper and crew weights.
3. **Uncleat EVERYTHING**
4. Bring the boat onto the dolly from the rear, make sure the dolly stands at the rear are under the two gunwales then tie down the bow. Haul the boat out of the water to a dry spot.
5. Main Sail – disconnect the main halyard ball from the halyard lock by pulling down on the halyard and pulling it away from the jaws. Again, stand in line with the front of the mast as you let down the main to avoid snagging the halyard in the pulley at the top of the sail – in case it does jam:

UNJAMMING THE MAIN HALYARD

This happens occasionally on the pink Tasar, as the steel halyard occasionally 'jumps the tracks' at the top of the mast. Take the boat out onto the water, remove it from the dolly, tip it over, free the steel halyard jam and put it back in the pulley track on the top of the mast.

6. Reverse the rigging instructions to de-rig the main sail and jib.
7. Remove the plug and open the auto bailer on the bottom of the boat.
8. Pull in the main sheet and tighten the boomvang so that the boom rests securely on the rear deck.
9. Bundle the mainsheet around the boom.
9. Tie off the main and jib halyards to the ring on the mast.
10. If the sails are wet, hang them in the clubhouse.
11. Best way to roll the sails is to do the main and jib together, roll them from the foot (bottom) to the head (top) so that it will be easy to rig up the sails next time out.

FIGURES

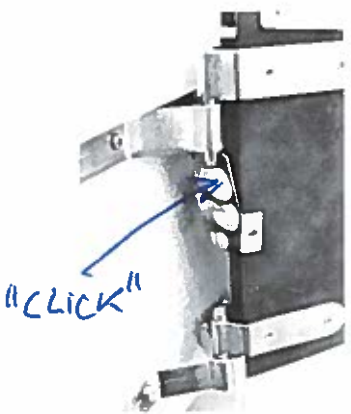


Fig 1. Rudder

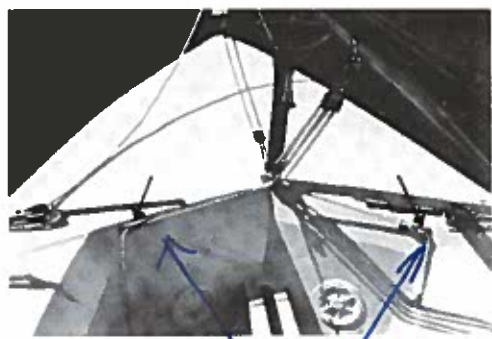


Fig 2. Boomvang

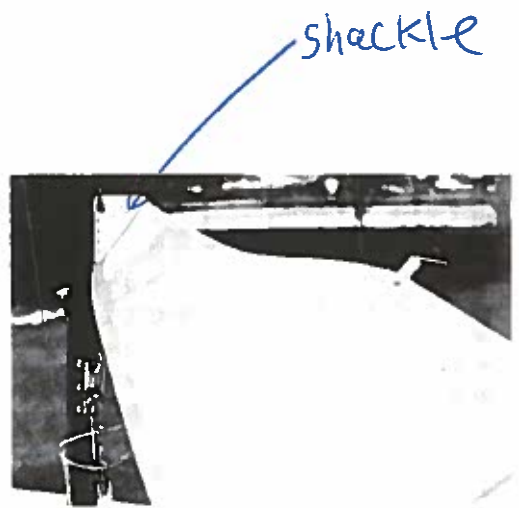


Fig 3. Main Sail

shackle

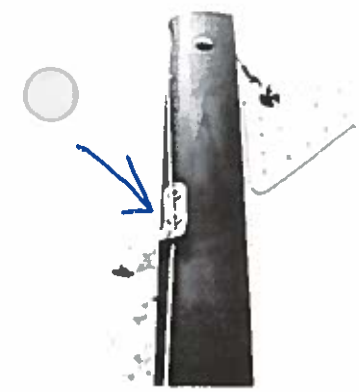


Fig 4. Halyard Lock

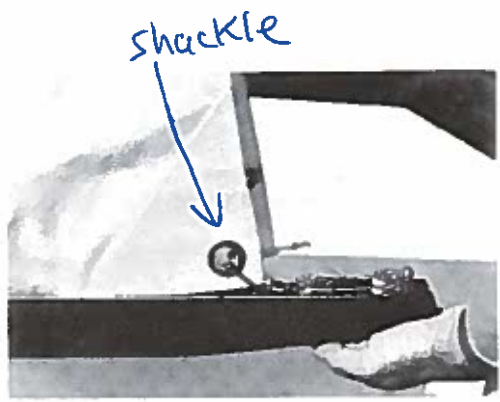


Fig 5. Outhaul

shackle

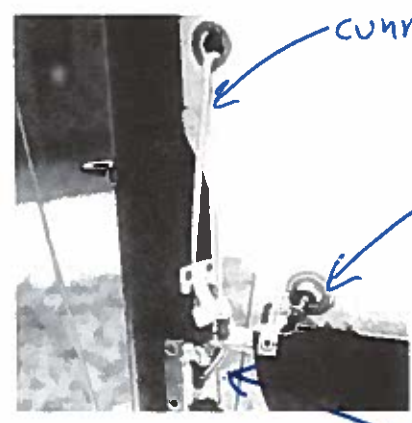


Fig 6. Cunningham/Tack

cunningham

shackle

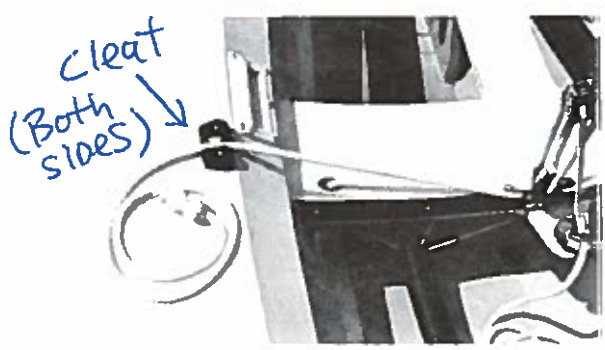


Fig 7 - Traveler

cleat (Both sides)

goose neck