

Next, attach the sidestays to the chainplates using cotter pins. (See Illustration #4). Stand the mast upright, being sure to hold it steady and straight. Install the forward locking pin in the tabernacle, being sure that cotter pins are in each end. Attach the headstay to the forward hole of the stem fitting by means of a shackle. Be sure the shock cord and wire run through the shackle. (See Illustration #3). Finally, tighten the sidestay turnbuckles hand tight. Be sure to tape over all cotter pins to prevent damage to the sails or injury to the crew.

If you find a stay too long or too short, check for proper length.

**CAUTION:** IT IS VERY IMPORTANT THAT YOU DO NOT TIGHTEN THE STAYS TOO MUCH, AS THIS CAN CAUSE DAMAGE TO THE HULL. BE SURE ALL LOCK NUTS ARE SECURELY TIGHTENED BY PLIERS OR A WRENCH AND THEN TAPED TO PREVENT LOOSENING.

### **Attaching Boom To Mast**

Slip the cylinder on the gooseneck, which is on the forward end of the boom, into the groove on the aft face of the mast. (See Illustration #2). Tie the downhaul line to the ring on the bottom of the gooseneck. The downhaul cleat is directly below the gooseneck. The position of the cleat can be changed by loosening the screws and sliding the cleat up or down.

### **Mainsheet**

Attach the block to the bail on the boom. Take the free end of the mainsheet, thread it through the upper sheave on the block aft of the daggerboard trunk, bring it up through the block on the boom, then back down to the bottom sheave and thru the jam cleat. Tie a figure eight knot in the end of the mainsheet, so you won't lose it.

### **To Attach Rudder**

On the stern of the boat are two gudgeons, into which are inserted the pintles on the rudder. The small clip, attached to the rudder with a cord, is slipped through the hole in the upper pintle to prevent the loss of the rudder in case of a capsize. (See Illustration #5).

The rudder blade is held in the down position by means of a line running to a clam cleat on the bottom of the tiller. When sailing, the rudder blade should be all the way down. For coming up on a beach, release the line from the cleat and the blade will come up.

### **Daggerboard**

The daggerboard is constructed of fiberglass and structural foam. To install the board, simply drop it into the slot in the raised trunk in the cockpit. When sailing, the board should be down all the way going upwind. It may be raised part of all of the way when reaching or running. However, in the down position it adds some stability. Inside the daggerboard trunk there are sections of carpet glued in place. These will hold the daggerboard in the desired position.