

Upper shrouds should also be tightened equally and have about an inch of “give” to them. Forward lower shrouds should have one to two inches of “give”, and the aft lowers slightly more.

Under no circumstances take up the rigging to bar tight tension. Both the mast and the boat can be severely damaged by excessive tension.

Fine tuning of the rig can be completed after the boat has been sailed, and may have to be done again after the boat has been out in strong winds. When sailing, it is important that the mast remain straight and as nearly in column as possible at all times. While sailing close hauled, sight up the mast track and note any mast curve. Does the mast appear to be falling off to leeward at the top, or does it look to windward? Repeat this procedure on the opposite tack.

If the masthead is falling off on both tacks, the forward lower shrouds are too tight and the upper shrouds are too loose. If the masthead hooks to windward, the upper shroud is too tight in relation to the lower on the same side. When sailing to windward, the forward lower shrouds bear a greater load than the after lower shrouds; however, the after lower shrouds on the windward side should never be loose. All shroud tuning should be done from the leeward side. If the rig seems to be equally balanced when you begin, duplicate every half turn from side to side.

Be sure that every locknut is tightened after adjusting turnbuckles. Check to see that all cotter pins or rings are in place and that all sharp edges are taped.

2.2-5 Sheets

Swapping sheets end for end will extend the useful life of a sheet that has started to chafe where it passes a sheave or engages a cam cleat.