

## RIGGING

The O'Day range of sailboats encompasses a wide variety of types, and we shall concentrate our discussion on the cruising boats. While the rigging on the smaller types may not be as elaborate and will require less adjustment, the general principles we describe will remain true.

It is absolutely essential that your headstay and backstay be taut. The Jib and Genoa are designed to set on the headstay. It is a practical impossibility to keep the headstay absolutely straight with the headsail sheeted in hard, and a certain amount of sag has been allowed for in the design of your Jib and Genoa. However, when the sag in the headstay exceeds the amount allowed for in the design of the sail, sail shape is distorted and the sail becomes inefficient. The most obvious sign of this problem will be that the boat will not point as high as it should, the boat will tend to be knocked down and overpowered in the gusts, and the leach of the headsail will become tight and will even hook to weather, causing severe backwind on the mainsail. By all means keep the headstay as tight as possible. The standing rigging on your O'Day Cruising Boat comprises headstay, backstay, upper and lower shrouds. The smaller daysailers may only have

a headstay and two shrouds with single spreaders.

On a cruising boat with backstay, the principle means of applying tension to the headstay is by tensioning the backstay. Normally the forestay should be set up initially so as to bend the mast slightly forward, allowing for the backstay to pull it back straight and the headstay tight. On a simple three-stay rig as used on the daysailers, the shrouds must do

