Additional Rigging Information L2000 21239

Please read this document in conjunction with the supplied L2000 rigging manual

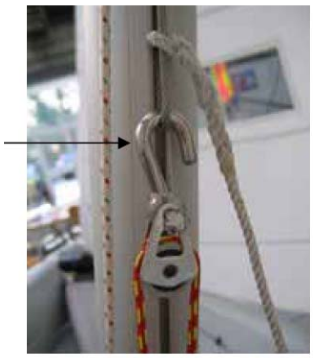
Forestay

The forestay wire is only used when the boat is stored, when the jib is not rigged. Once the jib is rigged and tensions (see below) the rope at the bottom of the forestay wire should be slack. Untie this from the metal fairlead at the bows and tie to the bottom of the mast so the forestay runs down the mast (it is better to pass the forestay behind the mast cross-trees so the wire does not impede the spinnaker or jib halyard).

Important: When you have finished sailing tie the forestay wire back into place to the metal fairlead before removing the jib otherwise the mast will fall down

Jib tension

When you have hoisted the jib, the end loop of the wire jib halyard should appear at the back of the mast. Hook the jib tensioner into the end loop and tension the jib so that the bottom pin of the tensioner hook is level with 4 on the mast scale for light winds or 5 on the mast scale for strong winds



Spinnaker

If you are not intending to use the spinnaker you do not need to read this section

The spinnaker halyard and down haul is a continuous length of 4mm pre-stretch blue rope. This has been extended to a pulley at the back of the cockpit to help avoid tangles and allow the helm to help hoist the spinnaker. However as a result, when the spinnaker is de-rigged, the rope is too short to be connected end to end so a length of yellow 4mm rope is attached to the downhaul end of the rope in the spinnaker sock for storage only. This yellow rope is removed during sailing.

To rig the spinnaker, fix the head of the spinnaker to the halyard using the bobble, making sure that the halyard is not twisted around either the wire forestay or the wire jib halyard. There is a smaller yellow bobble on the halyard a few centimetres above the large bobble, this is to prevent the head of the spinnaker being pulled into the mast when you hoist.

Tie the tack of the spinnaker to tack line at the end of the spinnaker pole using a bowline. The tack cringle should be about 8-10cm from the permanent knot in the tack line. Hoist the spinnaker about a third of the way up (do this carefully in strong winds!). Now is a good time to familiarise yourself with the Spinlock cleat used for the spinnaker up-haul.

Where the rope exits the Spinlock cleat: If you pull the rope upwards whilst it is under tension, the cleat releases the rope, if you pull the rope downwards the cleat locks onto the rope. The yellow 'dial' adjusts the release spring tension and should not need adjusting.

With the spinnaker partly hoisted, you should now be able to pull the yellow rope in the spinnaker chute to get the end of the blue downhaul rope. Remove the yellow rope. You should find a bobble on the blue downhaul rope; remove that and the temporary figure-of-eight knot in the downhaul rope. Feed the downhaul rope through the lower 'guide' eyelet on the middle of port side of the spinnaker, feed the downhaul rope through the loose bobble and then tie the end using a bowline to the top downhaul eyelet on the port side of the spinnaker. Tie the bowline so that the knot is about 10cm away from the downhaul eyelet. This ensures that when down hauling the spinnaker does not bunch at the eyelets. The bobble ensures that the bowline does not get caught in the lower eyelet if you are enthusiastic in the downhaul.

As with all asymmetric spinnakers, the location of the downhaul eyes makes it easier to downhaul the spinnaker on one tack than the other. For the L2000, the downhaul will be easier if the spinnaker is flying on the starboard side of the boat.

Important: please reattach the yellow downhaul extension when removing the spinnaker, not forgetting to include the bobble.