

*Thanks to WashingtonYachtClub.org for permission to adapt their rigging guide.*

# RIGGING AN FJ



## Contents

Preparation .....	2
Sails .....	5
Putting on the jib (or head) sail .....	5
Putting on the main sail .....	8
Launching the boat.....	11
Raising the main.....	14
Returning to the dock .....	17
Caring for the boats .....	17
Securing the boats.....	17

## Preparation

**Before putting on the sails please do these steps:**



1. Put tiller, rudder, and PFDs in the boat. Bring a short paddle only if wind is light.

2. Check that the centerboard is held tight by the jam cleat so it will not fall when you lift the boat.



3. If there is water in the boat, undo the drain plug and lift the boat at the shrouds or bow to drain it.



4. Replace the plugs snugly (but do not overtighten). Make sure the tennis balls are in place at the scuppers (cockpit drain holes at the stern of the boat).





**PLEASE DO NOT STEP IN TO THE BOAT WHEN IT IS NOT IN THE WATER AND IS STILL ON THE DOCK SUPPORT STAND.**

5. Before hoisting sails, loosen the boomvang and undo the knot at the main sheet block



6. Ask your crew person to hold the boom while you loosen the main halyard (tied to the outhaul, aft end of the boom) so the boom will not drop into the boat.



7. Tie the halyard's ends together so that it does not get loose and sky at the top of the mast. The ring and a wet halyard together can be enough weight to pull the loose end up out of reach



Please lower the boom carefully into the boat



## Sails

### Putting on the jib (or head) sail

*(Note: on most boats, you start with the mainsail. However, the FJ is special in that the jib tension holds the mast in place. On a Flying Scot, JY15, Vanguard, Catalina 22 etc. do not begin with the jib!)*

1. (Tack) Stretch the foot of the jib so the tack grommet is positioned to slide the retaining pin through it. The pin will feel loose until the jib's luff is tight. Connect the jib halyard shackle to the jib sail's head. Have your crew pull on the forestay to create tension on the mast.



2. Feed the jib halyard feeds through the block on the bottom of the mast. Pull down on the halyard until the small block on the halyard is low enough to feed the halyard through. **Use both blocks** to get enough tension on the jib sail's luff.



!

3. Secure the jib halyard with a proper cleat hitch.
4. Test the luff tension by pulling on the shroud, it should be tight because the jib is now holding up the mast and the forestay is loose. (If it is not tight, add tension and cleat again.)



5. Run the jib sheets through the blocks and tie a figure 8 knot at the end of each.



## Putting on the main sail

1. Locate the tack and clew of the main sail and straighten the bolt rope along the foot of the sail

The tack grommet has the small grommet for the Cunningham above it. The clew has a large grommet



2. Feed the clew (rear corner) of the sail into the slot, starting at the tack end (near the mast); pull it down to the stern end of the boom.





3. Then secure the tack (forward) end of the sail by sliding the rubber slug into the mast slot.
4. Pass the outhaul (line) through the clew grommet (aft end of the book) and then align it in the block on the boom.



5. Run the outhaul up the boom to the jam cleat near the mast. Push the outhaul into the cleat and secure it with a figure 8 knot.



6. Untie the main halyard from where you secured it and make sure that the end running down the boom side of the mast is not twisted or fouled.

**Many boats have a shackle or use a bowline halyard bend to fasten the halyard to the head of the sail. The FJ sail is designed to be hauled %100 up to the top of the mast, so this special, low-profile knot is called for. You won't find this knot in most sailing books!**

7. Run about a foot of the halyard through the hole in the head of the sail. Then run it through a 2nd time. Now secure the halyard with a figure 8 knot and pull it in tight to the head plate. **Make sure the tightened knot has a long enough tail that it will not come loose.**



**Raise the sail only a few feet and secure the halyard.**





## Launching the boat

At Yellow Creek, you may find yourself launching from the dock or the shore. It is easiest if you can finish rigging from the dock. DO NOT walk in the boat unless it is floating. DO NOT drag the boat up onto shore. (Lift it with help or roll on a dolly!)

1. Double check that the centerboard line is secure in the jam cleat and that a painter is well tied to the bow.
2. Roll the boat into the water and set the dolly up high on the grass.



3. Secure the sail bags under the FJ support so the wind does not blow it away.



4. If you are at the end of the dock (deep water), lower the centerboard to stabilize the boat before you step into the boat.
5. Loop the bungee over the horns on the board.

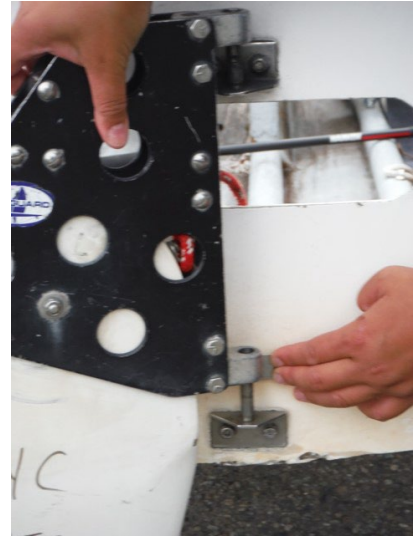


6. Step into the middle of the boat when you get in. Make sure your crew is holding the shroud to keep the boat from tipping.



7. Position the rudder over the pintles and lower it over them. Make sure that the retaining clip is in so the bottom of the rudder does not hang up on it. When you take the rudder off you may need to push this clip in so the rudder's lower gudgeon can clear it.





8. Slide the tiller through and make sure that it sticks out some from the back of the rudder. Pull the securing line through the hole in the transom and tie it to the cleat on the tiller with a cleat knot.



Your rudder should also be secured to the boat with a lanyard. The setup may vary from boat to boat. Simply check – if you rudder came off the pintles, would it float away or be attached to the boat?

## Raising the main

The main halyard is not just tied to the cleat. You must wrap around the bottom of the cleat and use the ring as shown.

1. Loop the halyard over the cleat and pull it down until the ring is within reach. Pass the halyard through the ring when you can reach it as you pull the sail up.
2. Tighten down and secure the main halyard with a cleat hitch .



3. Pass the Cunningham through the small grommet above the tack and tighten it down in the mast jam cleat.



4. Tighten the outhaul and the gently snug the boom-vang.  
(Is your boom vang tight already! Oops. Loosen it, raise the main sail 6 more inches, then repeat step four.)







**Have a good sail.**



## Returning to the dock

### Caring for the boats

When club boats are damaged, it is most often on the shore!

Do not “crash” into the shore with rudder and centerboard down. Take your time to execute a “controlled approach” and luff your sails. You can come up to the dock or the beach. Once “beached” or “docked,” skipper and crew should disembark; do not walk on the boat when it is not floating!

**Before doing anything else please lower the main sail and raise the centerboard. Do not leave a boat with unattended at the dock with the main sail raised.**

If the boat is beached, the rudder should be raised (or removed and laid in the boat).

Keep the sails out of the Yellow Creek mud. If you and crew need to leave the boat more than briefly, use the “clean mainsheet” or a bungee to secure the sail and keep it from blowing overboard.

### Securing the boats

1. Make sure you have the boat turned into the wind and secured to the dock.

If you ended up with lots of water in the boat, you will need to capsize it at the dock and let it drain out over the gunwale. Make sure your crew guides the mast down.



Most of the water will drain out but you will still need to undo the transom plug when you put the boat back on the dock support to let what's left drain out.



2. Take sails off the boat and lay them on a clean, dry surface. Use the dock if it is clean, grass only if there's no rain (and it hasn't been recently mowed). Use the picnic table if necessary.
3. Roll the jib first, coil the jib sheets and secure with a gasket hitch.
4. Begin **tightly** rolling the main from head to foot; when you are almost done rolling the main you can place the jib inside it.
5. Slide the main and jib into the numbered sail bag.



6. Please return the sail bag, rudder, PFDs, and paddle to where you found them in the boat shed.

Thank you for taking good care of the club's FJ.

Speak with Sherwood or email [FriendsOfYellowCreek@gmail.com](mailto:FriendsOfYellowCreek@gmail.com) or [IUPSailingClub@gmail.com](mailto:IUPSailingClub@gmail.com) if you note any damage. Be sure to note the boat number.

If you identify any problem that would cause a safety issue rather than an inconvenience to the next sailor, please tape a note to the part.

