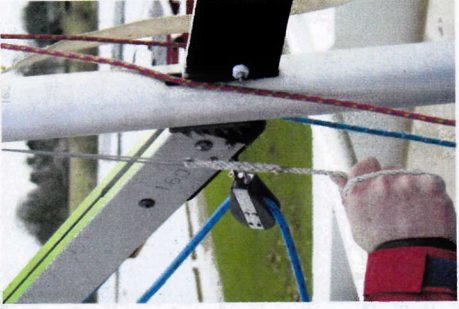


# RIGGING YOUR CHALLENGER

# ASSEMBLY & TRAILING HINTS

Hoisting the Sail



- Insert the burgee into the clip, if fitted
- Attach the halyard to the sail, make sure all control lines are uncleated
- Hoist the sail until the foot is level with the mast
- Standing at the back of the boat, rest the boom on a shoulder and attach the clew of the sail to the boom
- Hoist the sail as far as possible then fasten the halyard
- Tidy and secure the halyard tail. Make sure it cannot catch in blocks etc.
- Fasten the downhaul line and sail foot strap—see previous page.

Fitting the Rudder



- Fit the assembly onto the pintle and gudgeon on the stern of the boat
- Make sure that the spring clip is butting up to the gudgeon and stops the rudder from coming off.
- Slide the T-bar into the top of the stock until the spring ball clicks
- Fit the safety pin into the top of the stock
- Lead the up (left) and downhaul (right) lines to the cleats in the cockpit

## Assembly

- Fit the mast and boom before attaching the sponsons. Wheelchair sailors can then access the main hull to complete the rigging.
- Keep the front and rear crossbeam bolts in separate, marked plastic bags. This avoids mixing long and short bolts during assembly.
- Put all the loose fittings, trailer straps etc. into a big plastic box. This ensures that everything is together for assembly and dismantling
- A pair of simple trestles to support the sponsons makes removing them very much easier and stops them being dropped and damaged.

## Dismantling

- Leave as much connected as possible, i.e. tiller lines to the rudder bar, which is carried in the cockpit, so that assembly is much quicker and there is less chance of leaving something behind. Remember to check that pins and shackles are tight, though, as bits have been known to fall off during a journey. Thread any captive lines, such as the outhaul, through blocks
- Make sure items are loaded onto the trailer in the correct order: Main hull mounted and lashed, then mast, beams & boom and finally sponsons. Hulls are best held by webbing straps and tensioners, beams, mast and sail by elastic bungees, the sail carried under the mast, tied between the sponsons.
- Load the mast with the foot at the front then, if it slips back, the lashings will tighten and prevent it from falling off.
- Average assembly/stripping time is 30-45 minutes with practice

## Trailing

- Make a master check list of everything and go through it each time. It is surprisingly easy to forget to pack the obvious—like the sail!
- Keep the boat fittings box in the boat. That way there is less chance of leaving it behind and it is ready for assembly at the other end.
- A jockey wheel is essential for moving the trolley and road trailer.
- Paint the boat number and name on the trailer, launching trolley, road and spare wheels for easy identification and security.

## • Suggested Reading List

Complete Knot Book & CD	- Marlow	[Fernhurst books]
Racing Rules of Sailing	- Ref. YR1	[RYA]
Tactics	- Rodney Pattison	[Fernhurst books]
Sails	- John Heys	[Fernhurst books]
Wind Strategy	- David Houghton	[Fernhurst books]
Tides and Currents	- David Arnold	[Fernhurst books]