

# Musto Skiff Rigging Guide

This rigging guide is to be used in conjunction with the Class Rules. You should also read the CE Owners Manual. See <http://www.mustoskiff.com>

Please take your time to rig your boat correctly prior to your first sail. You will, no doubt, be in a hurry to get out on the water and enjoy some serious skiff sailing but a few extra minutes spent checking that your boat is correctly rigged will make sure you have an enjoyable sail and may prevent you damaging your kit.

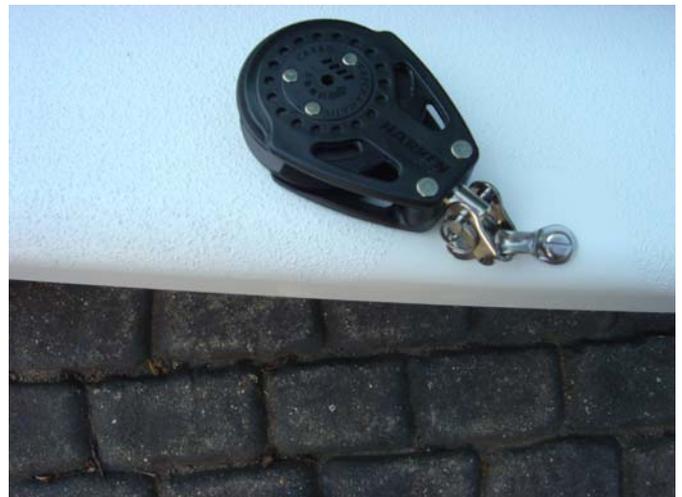
You can rig the boat in a different order from that described here but we know this method works.

NOTE: The following fittings that are designed to be adjustable may be adjusted when not racing using only the fitting functionality – (i) the angle and length of the mast spreaders, (ii) inboard, outboard and forestay shroud adjusters, and (iii) the batten tensioners.”

Below; shows the various parts. You should have one of everything in this picture.



1. The boat comes supplied with required fittings (except the forestay tensioning device) to go sailing. If you are missing an item please call your dealer



2. Lets start by attaching the Harken Carbo Ratchamatics for the spinnaker sheets. One each side. They are not handed so you don't need to worry about which way round they go.

## Rigging the Boom



3. First - fit the Harken blocks to the boom for the mainsheet. Thread a string through the block



4. Pass the string through the top of the block.



5. Take it through eye on the top of the boom and back through the top of the block. Then back through the body of the block.



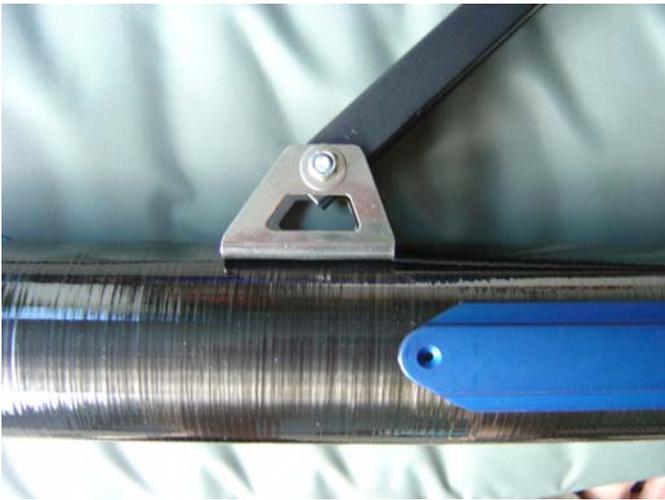
6. Repeat the process until you have several wraps around the boom. Finish the process by tying/splicing the ends off leaving the block "snug" to the boom.



7. Repeat the process for the second block.



8. Bolt the double kicker bar to the boom fitting



9. Make sure you don't over tighten this as it will need to move up and down as the kicker is adjusted.

## Fitting the Wings



10. Fitting the wings is simple; make sure you align the white end fittings with the male fitting on the deck.



11. Insert the wing pins. If they are difficult to insert you may not have the wings in properly. Give them a little "wiggle" until the pin can be inserted.



12. Clip the elastic over the pin end between the bar and the deck eye



13. With the elastic between the wing and the deck eye the elastic shouldn't get knocked off and you won't lose any pins. The folded ends of the pins should preferably be away from the cockpit so that ropes don't get caught on the pin.



14. With the wings fitted ensure that the line for the downhaul (pink in this picture) is on top of the wing bar.

## Stepping the Mast



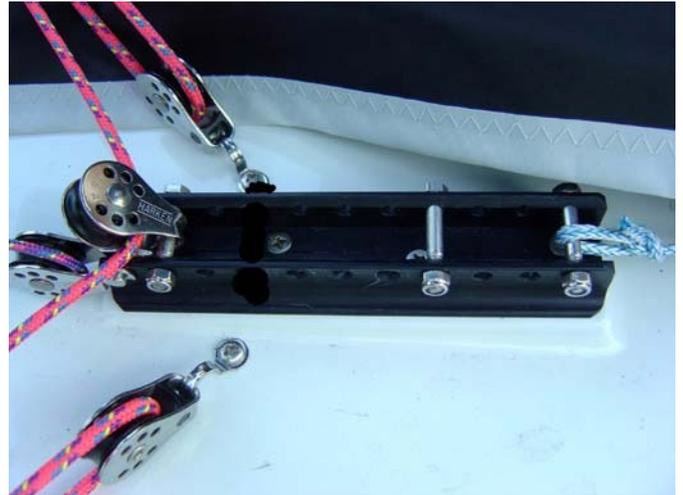
15. Before stepping the mast lay it out (on padding, so you don't scratch your new carbon mast). Check the lines and wires are not twisted. LOOK UP to check you are not going to hit anything when you raise mast, especially power lines!!  
NOTE: The trapeze T terminals go in the upper slots.



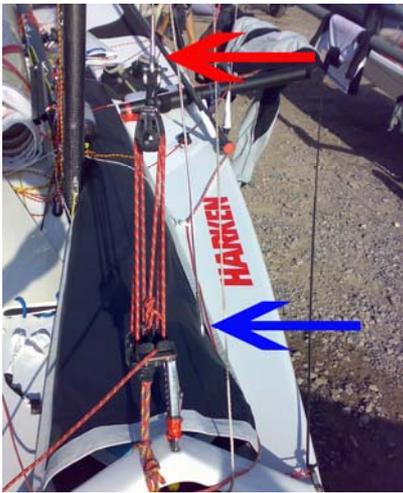
17. Attach the lower shroud to the inboard rig adjuster. Five holes down on the front row is a good start but check [www.mustoskiff.com](http://www.mustoskiff.com) for tuning information



16. Fit the rig adjusters onto the chain plates



18. Check the mast step is clear to step the mast. The intermediate bolt may be relocated to different holes between the front and back bolts. The back bolt may be moved to the back holes. The kicker control line & vang rope block may be relocated to another part of the step.



19. Step and hold the mast from blowing sideways. The forestay should be attached loosely with the rig tensioning device (not supplied) to the upper eye (arrowed)



20. With the weight of the mast now on the forestay attach the lower shrouds to the plate on the mast. Do both sides and the mast will now be self supported.



21. Attach the shroud to the outboard rig adjuster. Five holes down on the front row is a good start but check [www.mustoskiff.com](http://www.mustoskiff.com) for tuning information



22. Now you have both shrouds and lowers are attached tension the rig using the tensioning device and then locate the lower eye (shown blue arrow in step 19) into the bow chainplate and insert the pin. Then remove the tensioning device. NOTE: Please don't over tension the rigging; call Ovington Boats if unsure on required rig tension.



22a. Now tape or cover the chainplate AND the upper eye that the rig tensioning device was attached to, to prevent the spinnaker snagging

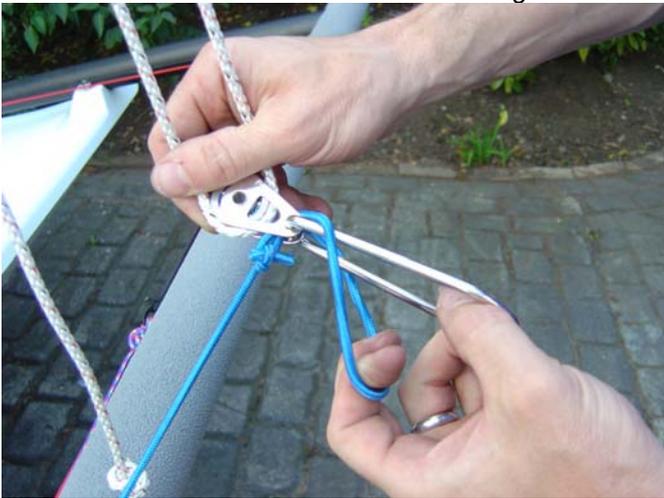
## Attaching the Trapezes (One of the styles allowed)



23. Now the rig is tensioned the trapezes can be connected to the elastic in the middle of the wing bar.



24. This can be done different ways. One option is tie a loop and pull it through the ring block.

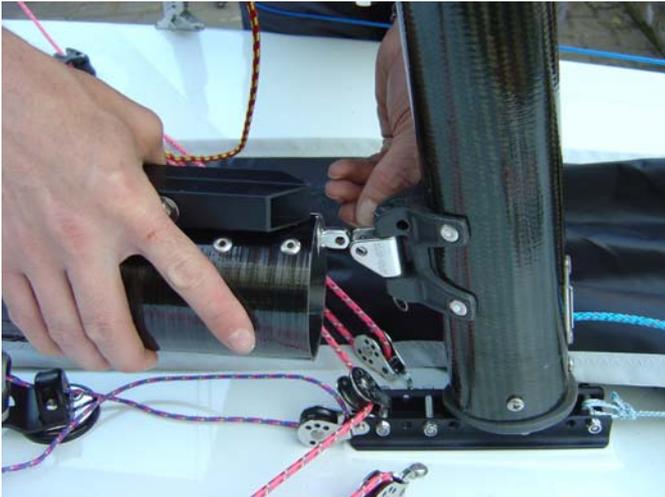


25. Take the loop around the trapeze ring

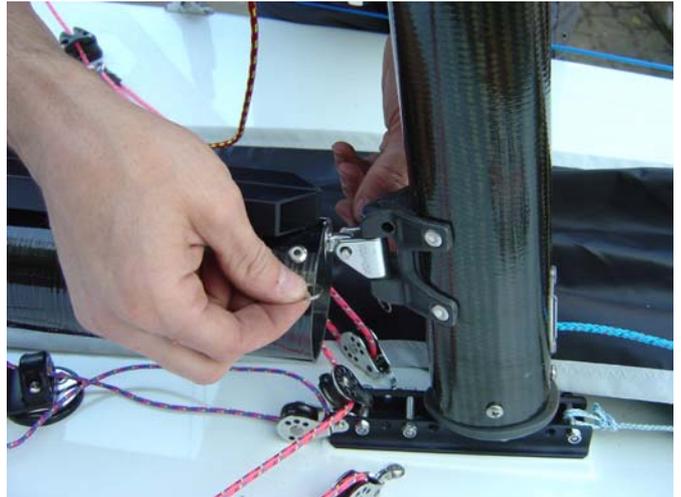


26. Pull it tight and that's done. Repeat the other side.

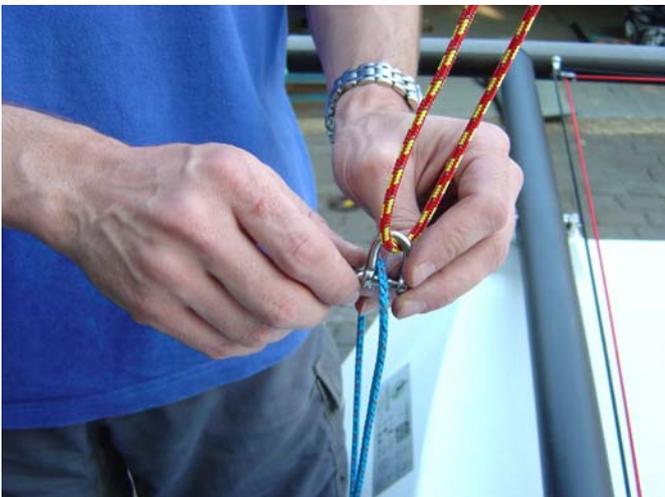
## Fitting the boom, vang and mainsheet



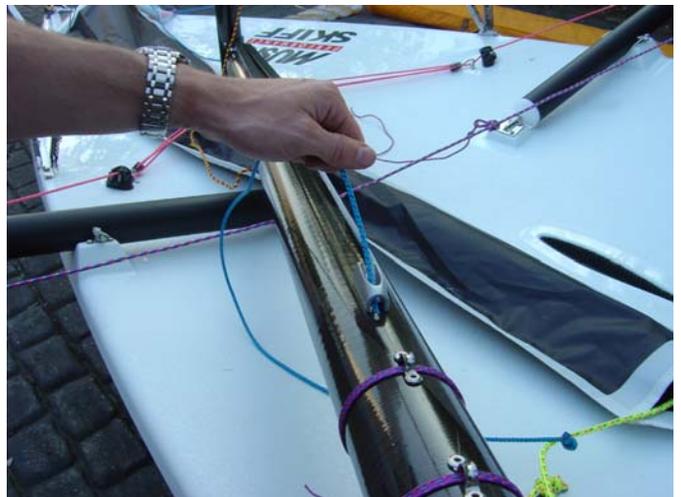
27. Place the rigged boom in the cockpit



28. Remove the pin in the lower gooseneck and fit it through the boom.



29. You should attach the main halyard to stop it blowing away until you attach it to the mainsail. For your first time, attach it to the outhaul.



30. Cleat the outhaul off in the cleat on the top (front) of the boom



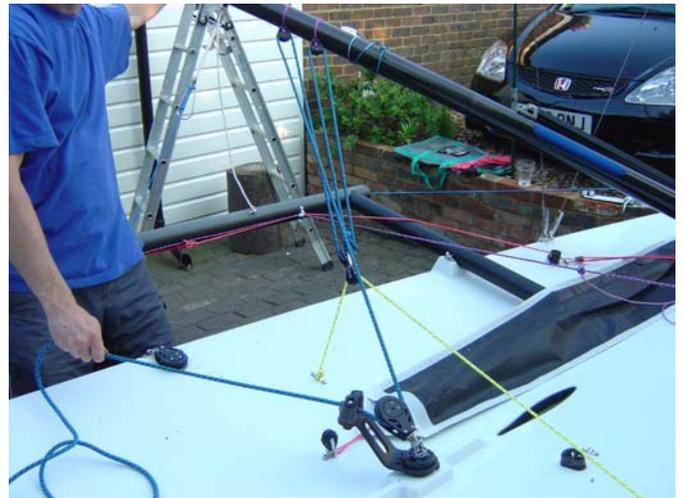
31. Pull some of the main halyard through so the boom is in the approximate position that you would expect when sailing



32. Rig the mainsheet starting with a knot through or around the block attached to the mainsheet bridal. The method of tying is optional. Then thread it through the front block on the boom.



33. Then thread it through the block on the bridal then back through the aft block on the boom and through the jammer. **MAKE SURE YOU GET IT THE RIGHT WAY THROUGH THE RATCHET BLOCK,**



34. Push the boom out to the shroud and clear the mainsheet.



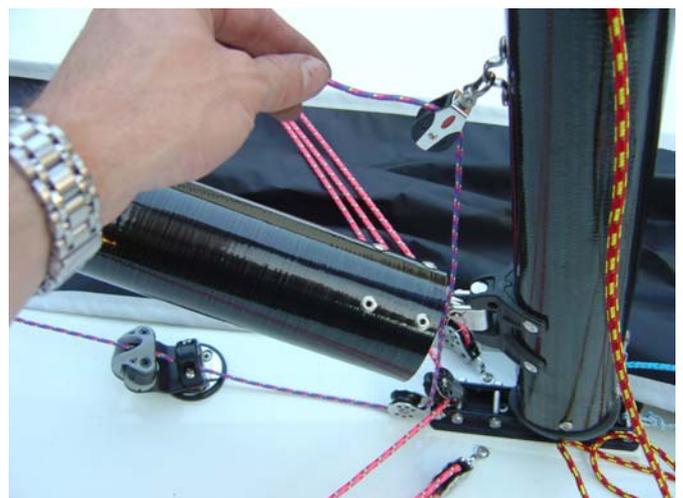
35. Pull the sheet on a little bit and we recommend putting a stopper knot of your choice into the mainsheet; this will stop the boom hitting the shroud when the mainsheet is not cleated.



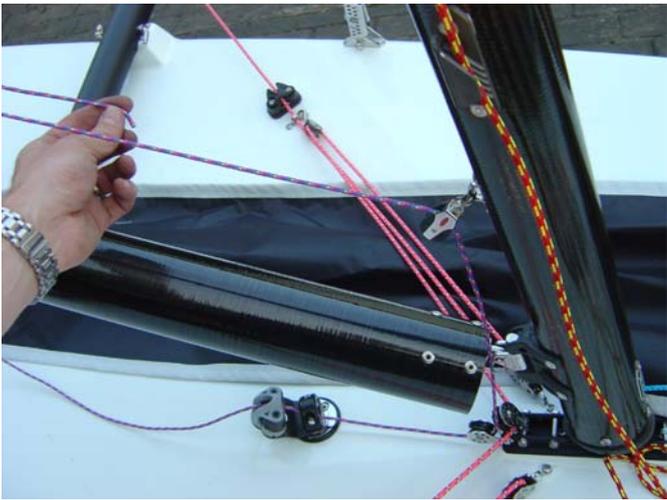
36. Fit the kicker bar (lever) to the upper gooseneck.



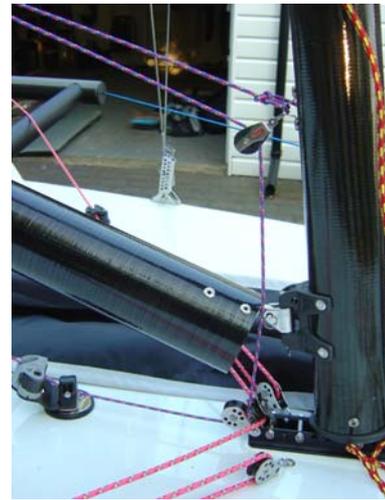
37. Locate the bolt of the other kicker bar into the slot in the lever, to link them together. Note if they will not then just adjust the height of the boom by adjusting the angle of the boom with the main halyard.



38. Thread the kicker control line. From the cleat, through the block on the mast step then through the block on the mast.



39. Then take the rope through the block on the end of the lever and back towards the mast.

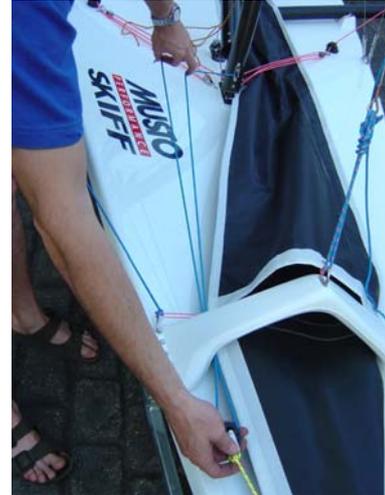


40. Then tie the end of the rope to the eye on the mast.

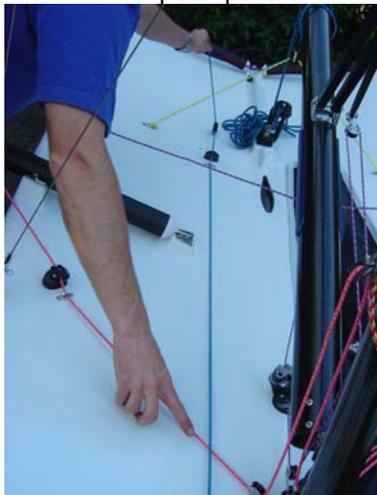
## Rigging the Spinnaker



41. Take the halyard from the block exit on the front of the mast, under the chute throat and through the block attached to the pole "puller"



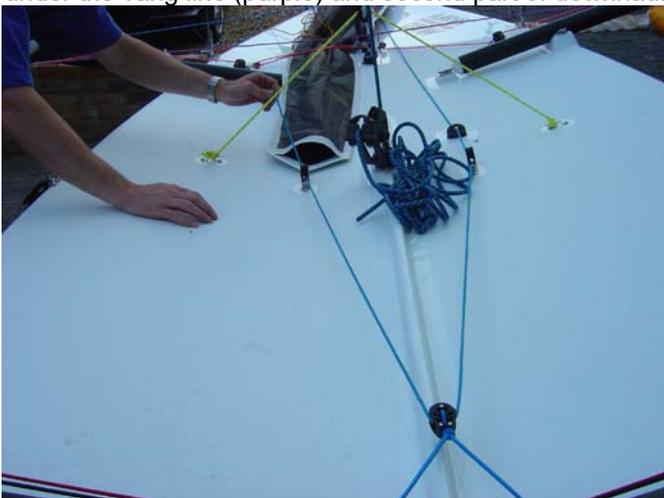
42. Take it back under the chute throat



43. Preferably over the first part of downhaul line (pink) and under the vang line (purple) and through the block of downhaul



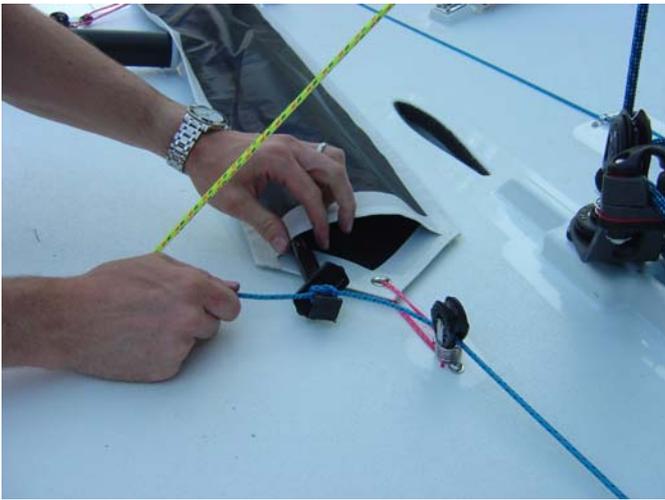
44. Through the cleat on the deck and through the block behind it. Note: Make sure you go under the bridle.



45. Through the "take up" block at the back of the boat and through the block at the back of the chute.



46. Use the tiller extension to thread the halyard through the chute.



47. Tie the halyard on the tiller extension



48. Pull the extension out of the chute



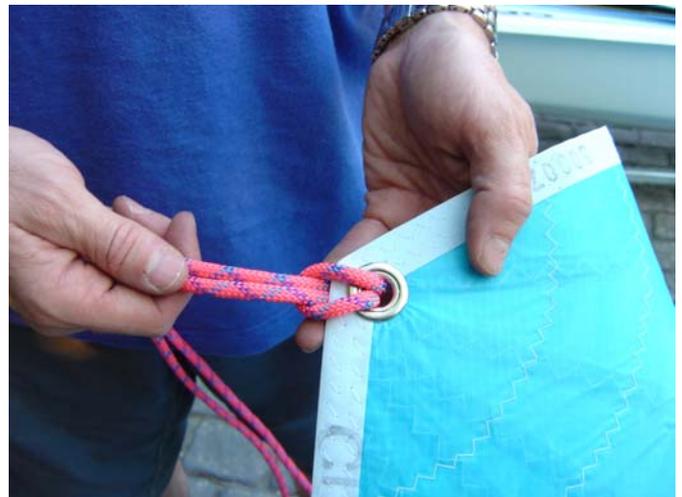
49. Temporarily tie the halyard onto the forestay eye, otherwise the elastic will pull it back again.



50. Roll the kite out and tie the tack on the clew line eg with a bowline.



51. Then you may attach the kite sheets to the clew. There are various options for attaching the sheets, some are shown on the class website. This method shown involves finding the middle of the sheets and push the loop through



52. Then post the end of the sheets through to make a "larks foot" on the clew.



53. Thread the sheet ends through the ratchet blocks, observing the arrow on the blocks to make sure that the ratchet is working in the correct direction



54. Tie or splice the sheet ends together eg using a fishermans knot. Note: For other options- see the pimp section on [www.mustoskiff.com](http://www.mustoskiff.com).



55. Make sure you have run the kite sheets on top of other ropes and behind the mainsheet.



56. Tie the head to the kite halyard.



57. Un-tie the downhaul from the forestay eye (remember step 49). Make sure it is underneath the kite sheets; thread it through the ring on the kite.



58. Tie the downhaul to the upper patch on the kite.



59. If it is the first time you have rigged an asymmetric spinnaker it's a good idea to hoist it on the shore AS LONG AS IT IS NOT TOO WINDY.



60. Then drop the kite, make sure you do not get it caught on the trolley handles or anything else on the way down, they of course won't be there when you are sailing .



61. Have a quick look up to make sure the halyard is not twisted or inside the forestay or a shroud.



62. Your cockpit hopefully now looks something like this ...

## Fitting the Rudder



63. Offer the stock up to the pintles and insert the pin from below the bottom pintle plate



64. Insert the split ring or do up the nut at the top to hold the pin in place. Once on the stock it can be left on the boat permanently.



65. Clip and tape the tiller extension onto the tiller.



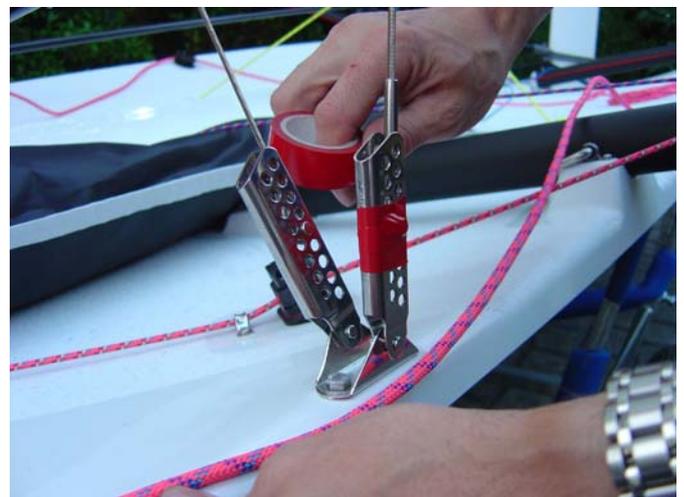
66. Insert the rudder blade. Friction will keep it up.

## Fit the Bung and Tape EVERYTHING up

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67. Don't forget to put the bung in!!!!



68. Tape everything up -, “if in doubt, tape it up”

## Hoist the mainsail



69. Check the halyard doesn't have any twists and shackle the head on.



70. Slowly pull the main up, as it's fully battened it can be stiff so go steady. A good spray of suitable lubricant on the track can make this easier.



71. Once it is at the very top give the halyard a good pull and cleat it off.



72. Coil the halyard up. It may be placed in the pocket on the side of the main or into some shockcord on spar.



73. If using the pocket, close it using the Velcro.



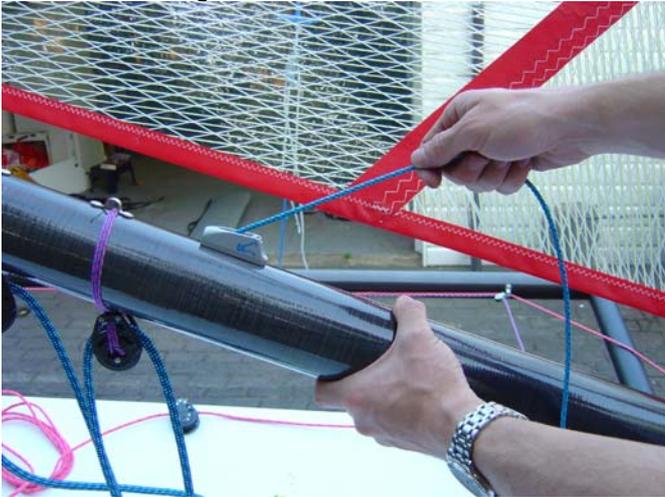
74. Post the clew strap over the end of the boom.



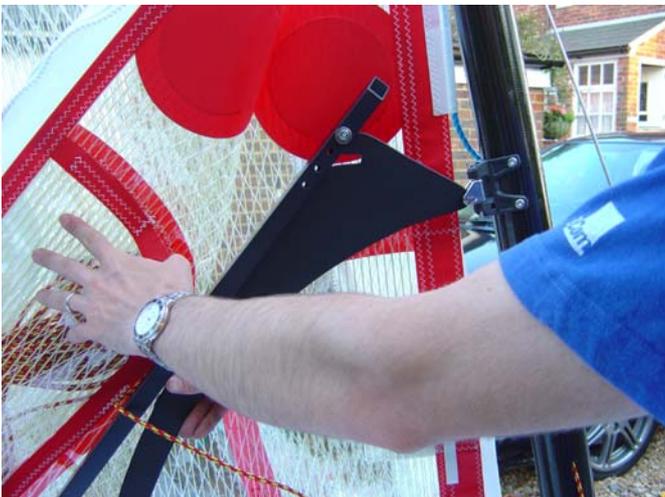
75. Take the outhaul through the clew cringle



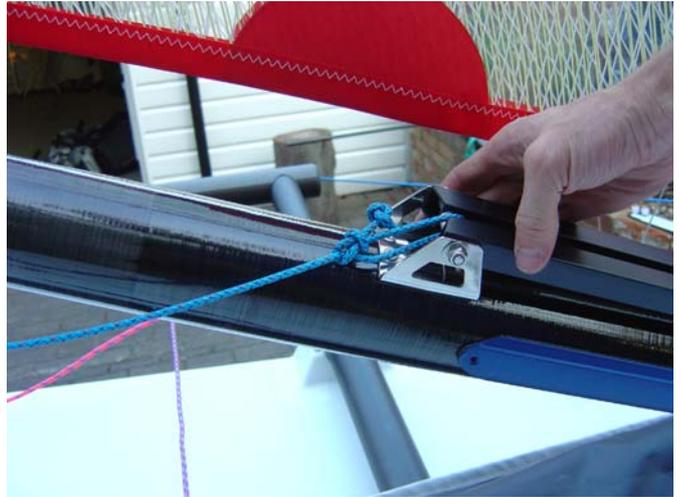
76. Back through the hole in the boom and terminate.



77. Give the outhaul a pull and cleat it off.



79. Slot the lever and kicker bar together. You may need to apply some leech tension with the mainsheet to achieve this. Make sure the boat is head to wind and if it's windy get some help otherwise the boat can get blown off the trolley.



78. You may tie the slack end of the outhaul to the bolt of the kicker bar to keep the end tidy, or leave it loose knotted.



80. The bolt should preferably be in the top of the four available holes.



81. Hook the port downhaul block to the port loop



82. Then the starboard one



83. Make sure there are no twists in the system and everything is the correct side of boom and not twisted.



84. Zip the sleeve up



85. All the way to the bottom



86. Buckle up the two straps.



87. Place the daggerboard in the boat



88. You are ready to go ....



89. The cockpit should hopefully look like this



90. Just add water.