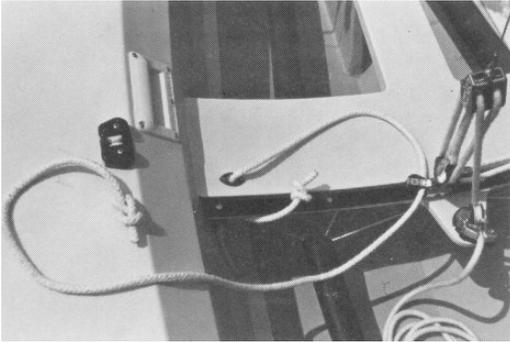
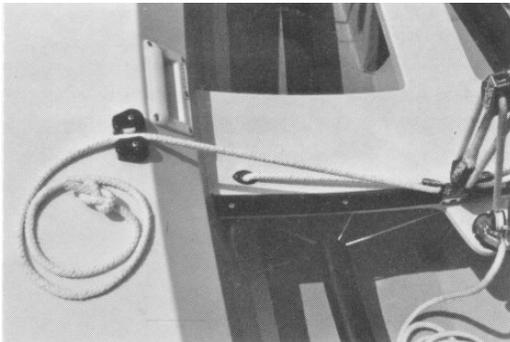


30. Rig the mainsheet as shown, starting from front to back through the double block hung from the boom.



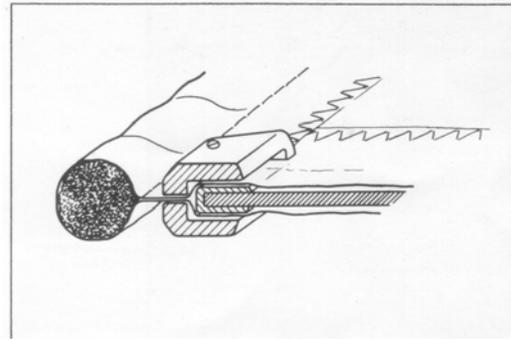
31. Install a traveler control line on each side of the thwart as shown. A figure-eight knot tied to the short end will stop the line from slipping through the eye.



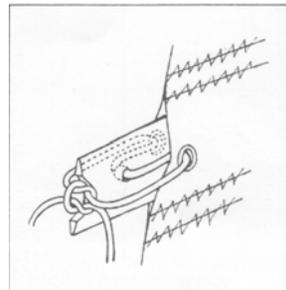
The traveler lines are cleated using the cam cleats mounted on the side decks.



32. The first time you rig your boat, have your crew hold the end of the boom level to the ground and make sure the boom vang and mainsheet ropes are correctly reeved before hoisting the sail.

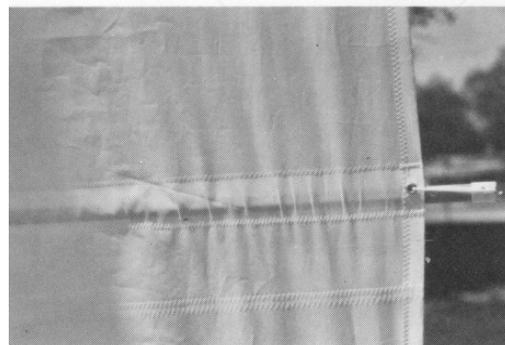


33. Install the battens in the sail. Each batten has two end caps. The end cap with a small hole and a V-notch belongs at the leech of the sail; the other end should be inserted into the pocket. Ensure that this end of the batten fits snugly into the plastic protector fitted on the sail at the forward end of the pocket.

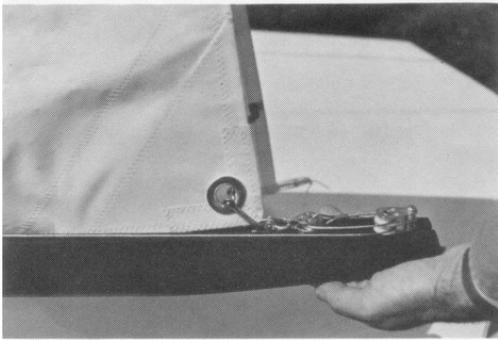


34. To secure and tension the batten at the leech, start from one eyelet, pass the batten tie through the hole in the batten, through the other eyelet, then knot both ends of the tie across the notch in the end of the batten. Tension the tie until the sailcloth along the batten pocket just shows tension.

The sail shape, type of cloth used, and the flexibility of the rig are all designed to use a "passive" batten in the sail. This means that extra tension applied to the batten will gain you nothing but rather destroy the ability of the sail to be used to its optimum in the full range of conditions under which the boat will normally be sailed.



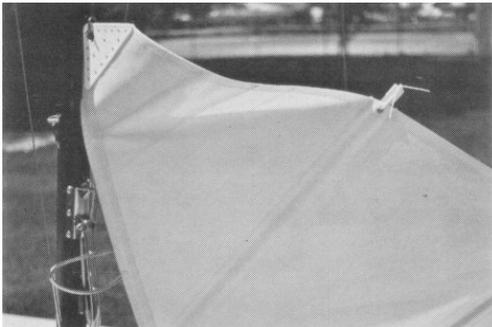
35. Notwithstanding the paragraph above, if vertical puckers appear near a batten while sailing, increase the tension on the batten tie until the puckers disappear. The tension on that batten will now be correct and should not need further adjustment regardless of wind conditions.



36. Attach the outhaul of the mainsail to the shackle at the end of the boom. Make sure the wires are all running smoothly and are not kinked.



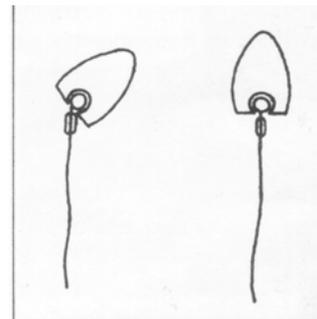
37. Attach the tack of the sail to the boom at the forward end with a shackle.



38. Shackle the halyard to the headboard and start the bolt rope into the groove of the mast. (On most early boats the sail will have to be started into the groove before attaching the shackle. The halyard was made shorter so that the sail head would always stay attached to the mast when lowered.) Note that the mast rotation lever is lowered flat against the mast to permit easy access to the bolt rope groove.



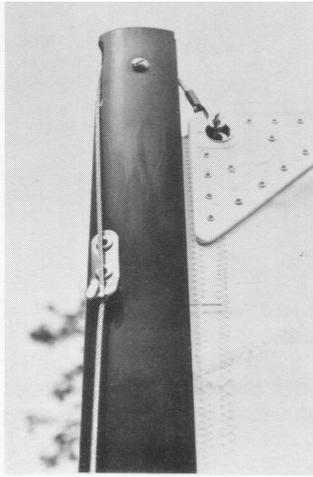
39. If you are on shore and can hoist the sail before putting the boat in the water, one person hoists the sail and the other guides it into the groove in the mast. A fully battened mainsail is always a little hard to hoist, due to the presence of the stiff batten and the friction between the pocket protector and the back of the mast. After a while, you will find that it becomes easier, particularly if a little silicone spray or paraffin wax is applied to the bolt rope and the front of the batten pocket protectors.



It also helps if the mast is aligned exactly in the direction of the sail so that the batten protectors do not bind on the back of the mast. Make sure the boom vang is slack and not cleated.



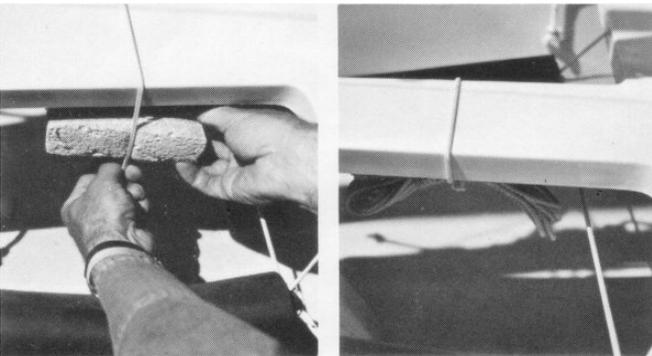
40. When the sail is nearly at the top, lift the boom off the gooseneck pin; it helps if one person holds the boom up to take its weight off the sail. Loosen the vang, because if it is tight, it will hold down the end of the boom and raising the sail to the top will be impossible.



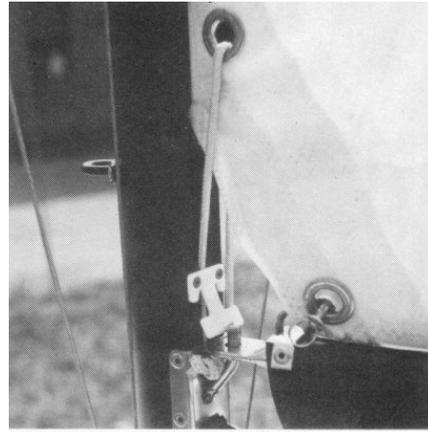
41. Hoist the sail until you can engage the small ball on the wire under the jaws of the hook (halyard lock). When this is done you can release the tension on the halyard and it will stay up under all conditions until you pull it down and out to release it. Push the boom back down on the gooseneck pin until it clips under the lock.



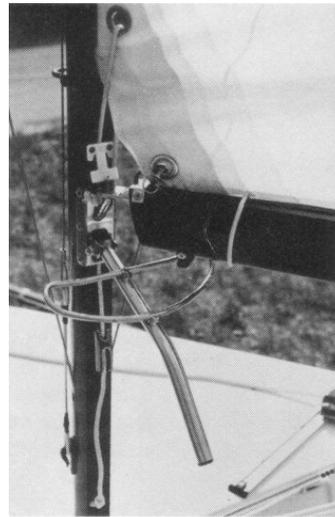
42. When the halyard is locked at the top of the mast, pass the loop of the shockcord under the small black hook and remove the rope tail completely.



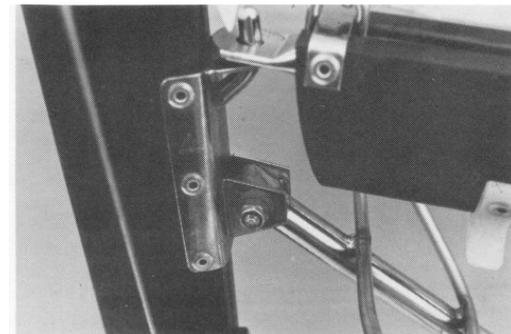
43. A useful method of carrying the halyard tail is to make a loop of shockcord around the centerboard capping. Use this to carry a sponge for cleaning up the boat and carry your halyard tail under the capping between sponge and shockcord.



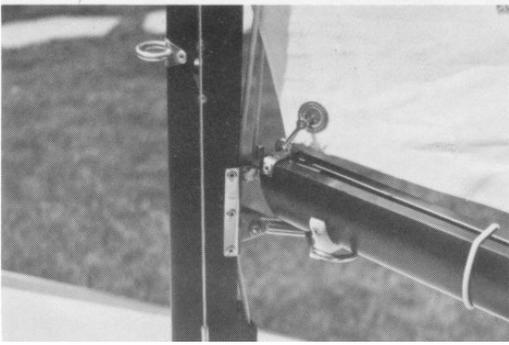
44. You will find the luff downhaul (cunningham) attached to the gooseneck fitting. Undo the end at the fitting, pass it through the grommet (about 6" up the luff) and then back down under the pin and knot it.



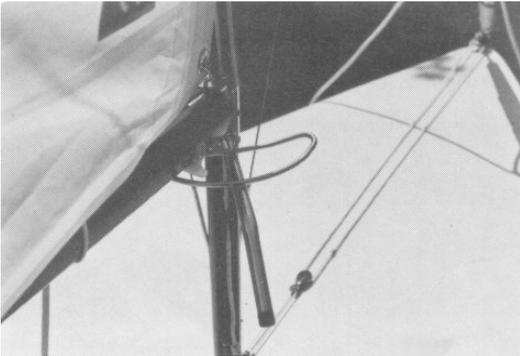
Finally rigged, it will look this way. All adjustments to either tighten or ease the tension on the luff of the sail can now be made at the black clam cleat below the gooseneck.



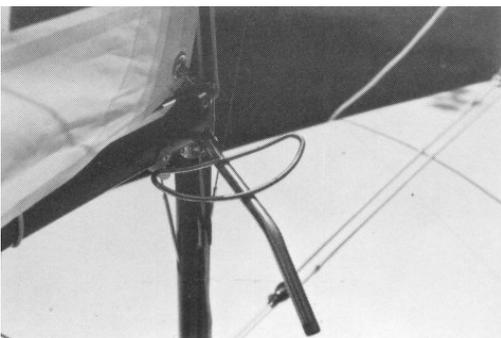
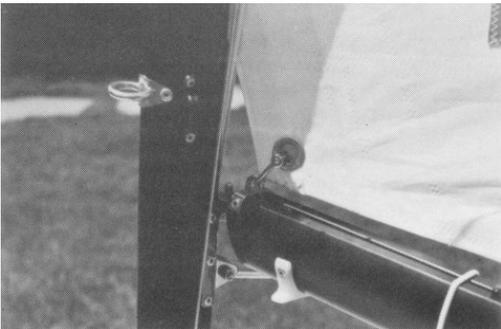
45. Before going on the water, familiarize yourself with the operation of the mast rotation lever. The locknut holding it to the mast should be adjusted so that the lever can readily be moved up and down but still stay in place when placed in the normal up position as shown above in fig. 44.



46. When sailing close hauled, the lever will be rotated either to the left or right until the “ears” come up against the plastic stop on the boom. When you are sailing on port tack the lever is rotated to starboard as shown in the photograph.

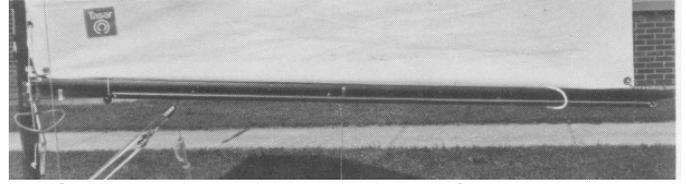


47. Another view of the lever (Set as above) but seen from the other side (leeward side) of the boat.



48. When sailing on any other course (ie reaching or running), lower the lever slightly and rotate it even further. Then raise it and lock it behind the plastic stop as shown in these two photographs taken from opposite sides of the sail. This is important as the mast will usually flip out of rotation (only annoying, rather than anything else!) as soon as the mainsheet is eased for reaching.

49. If the mast does not stay rotated when close hauled it is probably because you do not have enough tension on the vang and/or mainsheet or you may have set up the mast with a bend in the lower section (see fig. 7). For more detailed discussion of the rotation of the rig, consult the sailing manual.



50. If it is necessary to launch the boat before hoisting the sail, first check that you have rudder, tiller, centreboard, whisker pole, paddle, life jackets, etc. aboard.

The whisker pole should be stowed by putting one end through one of the large plastic loops on the back of the boom and hooking the other end into the shockcord (with knob attached) at the front of the boom.



Check and tighten all inspection hatches. Tie a painter to the bow fitting which can be left in place while on the water.

51. The Tasar is very light and **you should not try to step on the deck unless another person is already in the cockpit.** When someone is in the cockpit the boat settles in the water on its designed lines and dockside stability increases enormously. The further back the person sits in the cockpit (and the heavier she/he is) the more stable the boat at the dock.

52. Before attempting to hoist the sail, it is suggested that you install the rudder and centreboard. It is not absolutely necessary to do things in this sequence but, once the sail is hoisted, the boom will probably swing from side to side in the wind (particularly so in a strong wind) and installation of these two items will be more difficult, not to mention the possibility of tripping over them on the cockpit floor.