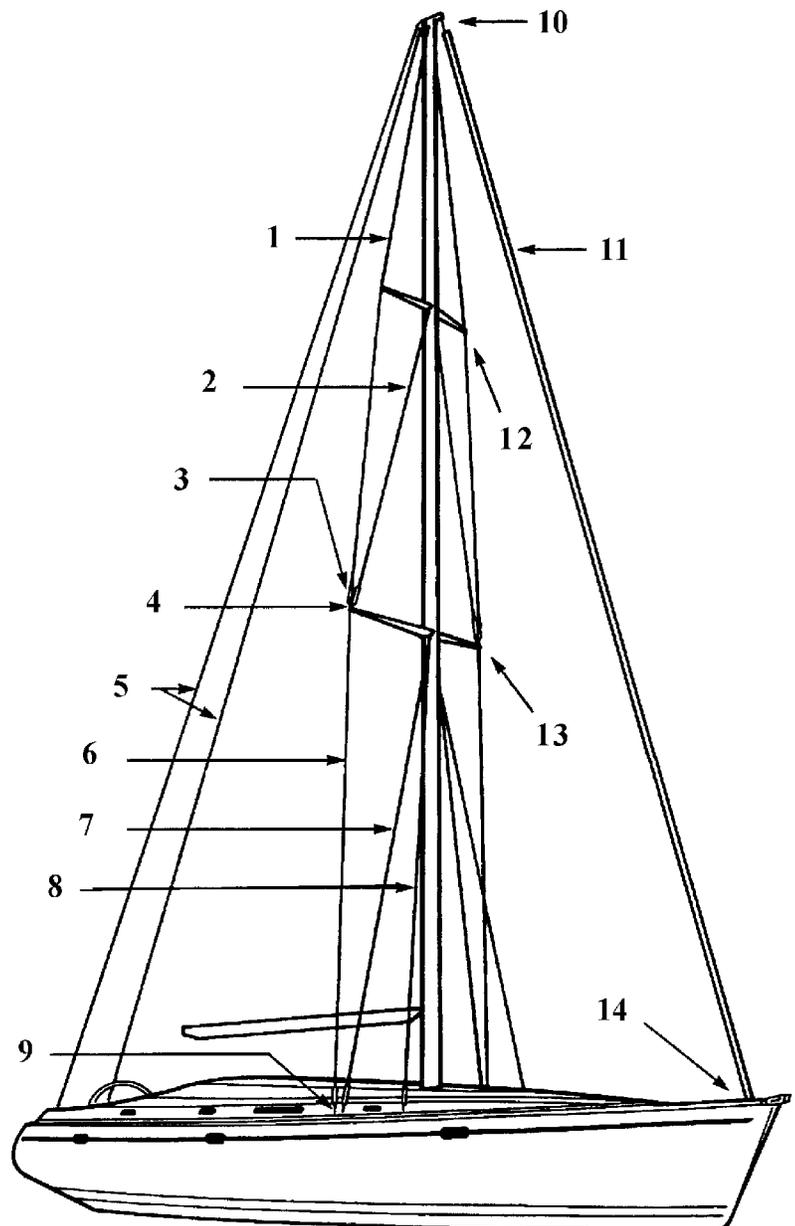


13.14. RIGGING

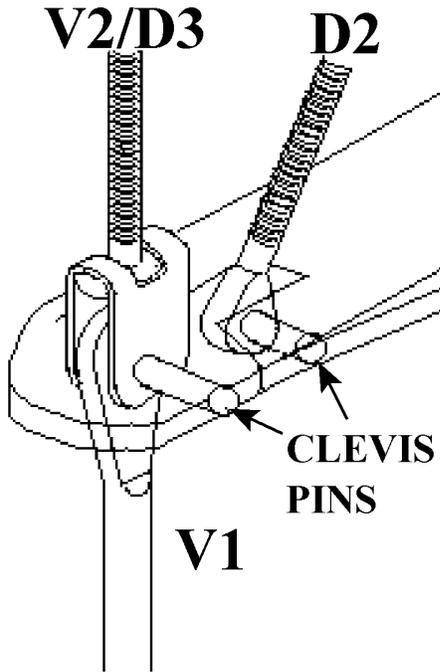
13.14.1. General Description

The rig consists of a mast and boom held up and tensioned by the standing rigging. The standing rigging on your Oceanis is discontinuous. This style of rigging has a turnbuckle assembly at the lower spreader tips to attach the upper cap shrouds (V2/D3's) and upper intermediates (D2's) to the lower cap shrouds (V1's). This arrangement saves weight aloft by eliminating extra shrouds. The sails are attached to the mast, boom and genoa furler. The sails are shaped and controlled by the running rigging.

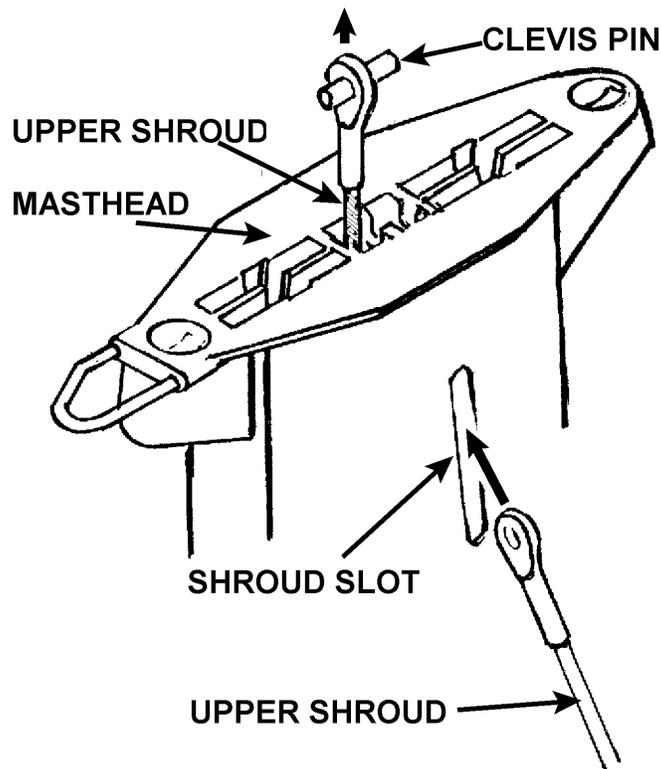
1. Upper Cap Shroud (D3/V2)
2. Intermediate Shroud (D2)
3. Spreader Tip Turnbuckles)
4. Spreader Tip
5. Backstays
6. Lower Cap Shroud (V1)
- 7..Aft Lowers Shroud (D1)
8. Fwd Lowers Shroud (D1
9. Chainplate & Turnbuckles
10. Masthead
11. Genoa Furling Tubes
12. Upper Spreaders
13. Lower Spreaders
14. Furling Drum & Forestay
Chainplate Below Deck



13.14.2. SPREADER TIP DETAIL



13.14.3. MAST HEAD DETAIL



13.14.4. TUNING

To achieve the best performance from your boat the mast and rigging needs to be tuned correctly, the initial tuning of your boat should be completed by your Beneteau Dealer. The tuning of your Beneteau takes a little bit of time and care, but if the mast is correctly setup initially it will require very little adjustment in the future. (some stretch will occur with new wire and the rig may need adjustment to compensate for this initial stretch).

1. Keep all turnbuckle threads clean and free of grit. Always apply copper paste or never seize to the turnbuckle threads before screwing on the turnbuckle bodies.
2. Attach the V2/D3's and D2's to the lower spreader tip turnbuckles.
3. Set the V2/D3's to the length specified in the rigging specs on page 57.
4. Leave the D2's slack.
5. Step the mast and attach the genoa furler first. The headstay is a fixed length, this sets up the mast rake automatically.
6. Attach and finger tighten the V1's and backstays, attach the fore and aft D1's leaving these turnbuckles loose.
7. Center the mast in the boat by tightening the V1's alternately until the masthead is centered athwart ships. (Attach a tape measure to the main halyard and measure to opposite points on the toerail to check the position)
8. Commence tightening the V1's with equal turns on each side until they become tight. (Be sure the D2's do not come under any tension during this process.)
9. When the V1's are tight start tensioning the aft D1's equally keeping the mast in column until they are tight. (Looking up the aft side of the mast, the mainsail track should be straight up and down. Equalize the tension on the D1's to keep the track straight)
10. Tension the forward D1's equally, again check the mast to maintain it in column.
11. Now go up the mast and tighten the D2's. These do not have to be very tight. They only hold the mast straight while sailing and do **NOT** require a lot of tension.
12. Tighten the backstays, if you have a furling mast do not induce any bend in the mast by over tightening the backstays.
13. Pin all turnbuckles and tape around the turnbuckle body with rigging tape only where the pins go through.
14. The mast should remain straight while sailing on either tack.
15. Do not worry if the leeward shrouds are slightly slack under sail . For most sailing it is quite acceptable.