



VANGUARD

Vanguard Sailboats
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Portsmouth, RI 02871

**For the dealer
nearest you call**
800.966.SAIL



Rigging Manual

VANGUARD
15

Getting Started

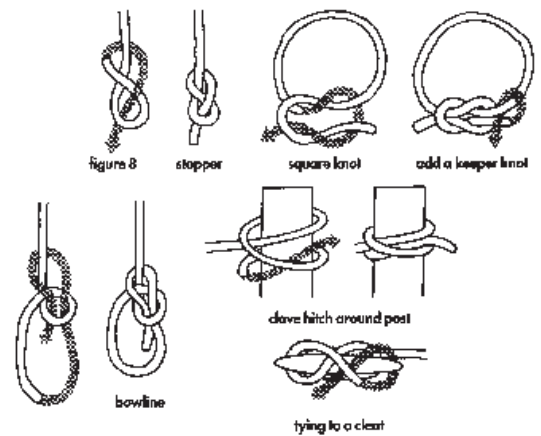
Unpacking and preparation

Unpack the major parts listed below and lay them out on a soft piece of ground free of sharp objects. To avoid damaging contents, do not cut into packaging.

1. Hull
2. Mast kit which includes:
 - Rigged mast
 - Rigged boom
3. Boat kit which includes:
 - Tiller/Hiking Stick
 - Daggerboard
 - Rudder
4. Line bag:
 - Jib sheet
 - Mainsheet
 - Daggerboard shockcord

All lines are as long as necessary for maximum purchase. Vanguard Sailboats encourages you to customize line lengths for your sailing pleasure, but be sure to cut and burn ends to prevent fraying.

Knots



Tools

To rig your V15 the first time, you will need the following:

- White electrical tape
- 2 adjustable wrenches
- and/or pliers



Rigging

Locate the daggerboard shockcord (in the line bag) and attach each end to the eyestraps that secure the forward end of the hiking straps. You may have to raise the line bags to locate the eyestraps. Make sure your knot is very tight; shockcord easily unties itself.

Assembling the mast

The mast comes already rigged except for the spreaders, which are taped to the mast. Remove all tape, and untie the halyards; secure them loosely around the mast so they won't be lost when stepping. Before you install the spreaders, make sure the hoist end of the main halyard (which comes off the aft side of the masthead sheave) is aft of the spreader brackets and all other rigging is forward. This will save you a lot of aggravation later on. Locate the spreaders and pull the clevis pins out of the spreader brackets.

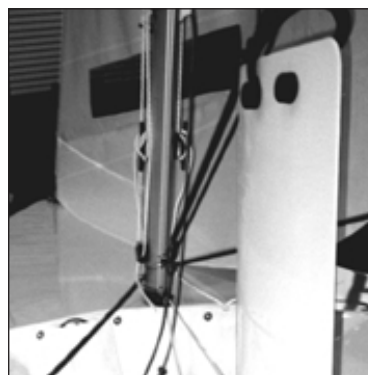
Spreader installation

Slide the end of each spreader with two holes into the brackets on the mast, with the thin edge facing aft on the mast (toward the sail track). Line up the holes, reinstall the two clevis pins, and reattach the cotter rings. Remove the clevis pins in the outboard end of each spreader and pull out the small clip. After locating the port upper shroud, slide the clip onto it and back into the port spreader; then reinsert the clevis pin. Repeat for the starboard upper/spreader. Double check there is no rigging running between the upper ends of the shrouds and the spreaders. *For extra security, tape around the spreaders to keep the cotter rings from working loose.*

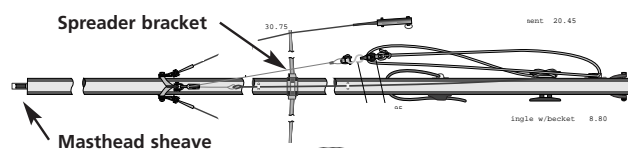
Step mast

Check there are no overhead wires in the area and make sure all halyards are secured so they won't be lost. Two people are recommended to step the mast. The taller person should place the mast heel against a solid object, lift the top end, and walk toward the heel, raising it hand over hand until the mast stands vertical. Rotate the mast until the track faces toward the stern of the boat, and keep your hands a good distance apart while lifting the mast over the step. Align the mast heel so that the groove fits over the middle pin in the deck fitting. Once the mast heel is in the step, the second person should attach the shroud on the opposite side of the boat by removing the bottom clevis pin and reassembling it through the chain plate on the rail. Attach the second shroud the same way; then lean the mast forward against the shrouds and tie off the headstay. If you will be using a bowline, attach the headstay to the clevis pin just aft of the shackle and tie the bowline into the shackle. Otherwise, tie the headstay directly to the shackle. Tighten it just enough so the mast will not fall over; the jib halyard will tension the rig for sailing.

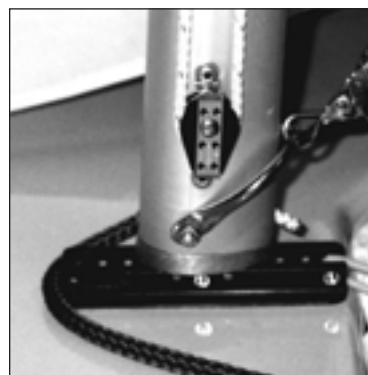
Recommended shroud position: Count up the following number of holes from the bottom of the adjuster in the back row: 4 for light air, 2 for medium air, 0 for heavy air (bottom hole).



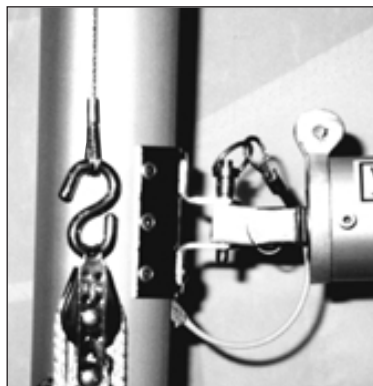
Daggerboard



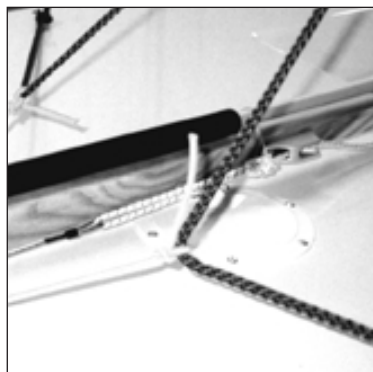
Mast Assembly



Mast Step



Boom



Boom



Outhaul
Assembled and Mounted

Rig boom

Lay the boom on the deck so that the block closest to the end of the boom is even with the traveler eye straps and the other end points toward the bow. Remove the fast pin from the gooseneck and line up the holes in the forward end of the boom with the gooseneck holes, then reinsert the pin. Untape the outhaul tail from the boom if you haven't already done so.

Mainsheet and vang

The Vanguard 15 mainsheet has a bridle spliced into one end that fastens to the stern deck. Locate the thicker end and pass it forward through the block on the end of the boom, through the black strap, through the forward block, then down through the ratchet block in the cockpit in the direction of the ratchet. Tie a stopper knot in the bitter end. The shockcord attached to the rudder gudgeons keeps the mainsheet bridle from fouling. Tie a tight bowline in each end of the shockcord and pass the thinner ends of the sheet through the bowlines; then attach the ends of the sheet to the two eyestraps on the stern deck, keeping their length fairly even. Locate the vang (attached to the mast) and shackle the loose block to the bail on the underside of the boom. Make sure the line is uncleated and will run free. *Adjust bridle ends until the mainsheet splice is on centerline; this will improve performance in light air. Remove twists in the bridle often while sailing.*

Mainsail

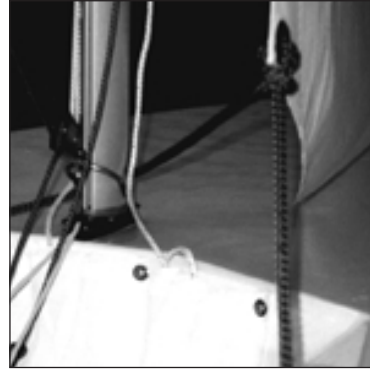
After checking there are no sharp objects in the area, unroll the mainsail near the boat and install the top batten, thin end first. Secure the velcro over the end. Locate the clew slug and slide it into the aft end of the boom track. Fasten the tack to the inboard end of the boom by removing the attached fast pin and reinstalling it through the grommet. Check there are no twists in the foot (lower edge).

Outhaul

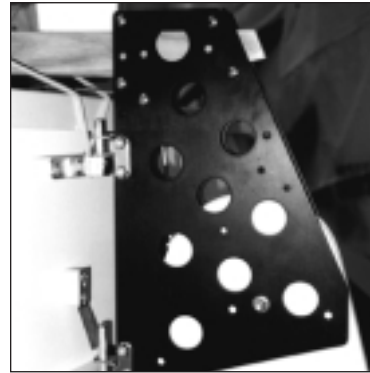
Tie a stopper knot in one end of the outhaul. Pass the other end through the eyestay on the port outboard end of the boom, through the clew of the sail from port to starboard, back through the block on the end of the boom, and forward to the cleat. Tie a stopper knot in the end to keep it from unrigging itself.

Jib

The jib halyard replaces the headstay when the jib is up, allowing for a wide adjustment of mast rake. The headstay will fall slack when the jib halyard is properly tensioned. Remove the clevis pin just aft of the headstay, line up the jib tack between the holes, and reinsert the clevis pin. Locate the jib sheets (one line, in the line bag) and find their halfway point; this is where they will attach to the sail. Feed the midpoint through the clew grommet as a loop and pass both tails through this loop, so that when tightened, the sheet is securely attached to the sail. Lead the nearest sheet back to the fairlead on the near side of the boat, and lead the other sheet in front of the mast and back to the opposite fairlead. Tie a stopper knot in the ends to prevent them from pulling out when you raise the sail. Locate the jib halyard shackle and attach it to the head of the jib. Make sure the jib sheets will run free and pull up the halyard. When the sail is most of the way up, you will get to a loop at the end of the wire; hook the purchase located on the port side of the mast into this loop and pull up on the purchase. Tie off the end of the purchase to the cleat, and coil the halyard into the line bag. To keep the headstay from interfering with the jib, take up the slack in the wire at the bottom with a piece of shockcord (not provided).



Jib Sheet



Rudder
Assembled and Mounted

Raising the mainsail

Locate the aft end of the main halyard and attach it to the head of the mainsail. The smaller the knot, the closer to the top of the mast the sail will be. Make sure the mainsheet will run free and pull up the sail, feeding it into the sail track. Once the sail is near the masthead, you will find a stainless ring tied into the line. Pass a loop of halyard through the ring and down under the cleat, and use this additional purchase to pull the main up to full hoist. Cleat off the halyard, and coil the tail into the line bag. The cunningham is attached to the port side of the mast. Pass the end up through the grommet in the luff of the mainsail and back down to the clam cleat on the starboard side of the mast. Tie a stopper knot in the bitter end to prevent it from unrigging itself.

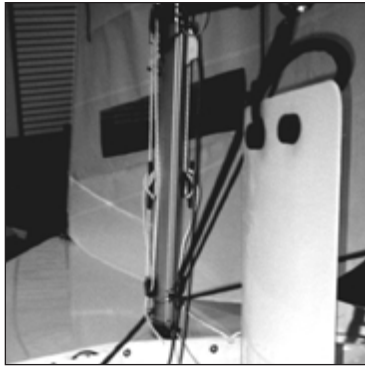
Before launching

Attach the rudder to the gudgeons as shown, kicking up the rudder if necessary. Make sure the rudder bolt is tight enough so the blade will remain kicked up. If the rudder stop does not prevent the rudder from lifting off the boat, bend the stop out so that it fits as shown. Pass the tiller between the mainsheet bridles and slide it into the rudder head. Wrap the rudder down haul loosely around the cleat; this line will get tightened once the rudder is all the way down. The shockcord reduces damage if the rudder hits something while sailing.

Launching

NOW YOU ARE READY TO SAIL

FOR YOUR OWN SAFETY, MAKE SURE YOU ARE WEARING APPROPRIATE CLOTHING FOR THE CONDITIONS, AND PLEASE OBTAIN PROPER TRAINING BEFORE SAILING. HAVE FUN AND DON'T FORGET YOUR LIFEJACKET!



Daggerboard

Launching

Daggerboard: With the boat in shallow water or secured to a dock, slide the daggerboard into the daggerboard trunk as much as water depth will allow. The thin edge should be aft and the handle up. Stretch the shockcord around the aft edge with the plastic tubing against the edge of the board; this helps keep the board at a desired height.

Rudder: Push the rudder blade down as much as water depth will allow. Once it is all the way down, tighten the downhaul line and secure it to the cleat.

Unrigging

As you approach shallow water when you come in from sailing, pull up the daggerboard halfway. Untie the rudder downhaul and pop up the rudder. After you are secured to the dock or standing in shallow water, pull the daggerboard out of its slot and lay it down in the bottom of the boat. Make sure your mainsheet will run free, and release the vang. To remove the rudder, depress the stop and pull it off.

Once the boat is on land, make sure the headstay is still tied off to the bow shackle before dropping the jib. You can leave the boat rigged unless it is traveling; just make sure both halyards are secured. Remove the boom and roll it up with the mainsail. When unstepping the rig, leave the shroud adjusters attached to the shrouds to prevent damaging them while cartopping.

Sail care tips

All gear should be rinsed, if sailing in salt water, and the sail should be allowed to dry before it is rolled up. Removing the battens from the pockets between uses will increase the life of the elastic that holds them in. Make sure the window is not creased when you fold the sail.

