

A vibrant sunset over a calm ocean. The sun is low on the horizon, creating a bright orange and yellow glow that reflects on the water. The sky is filled with soft, wispy clouds, and the overall atmosphere is serene and warm.

Pacific Cup Prep:

Masts, Halyards, and other
stuff that's important

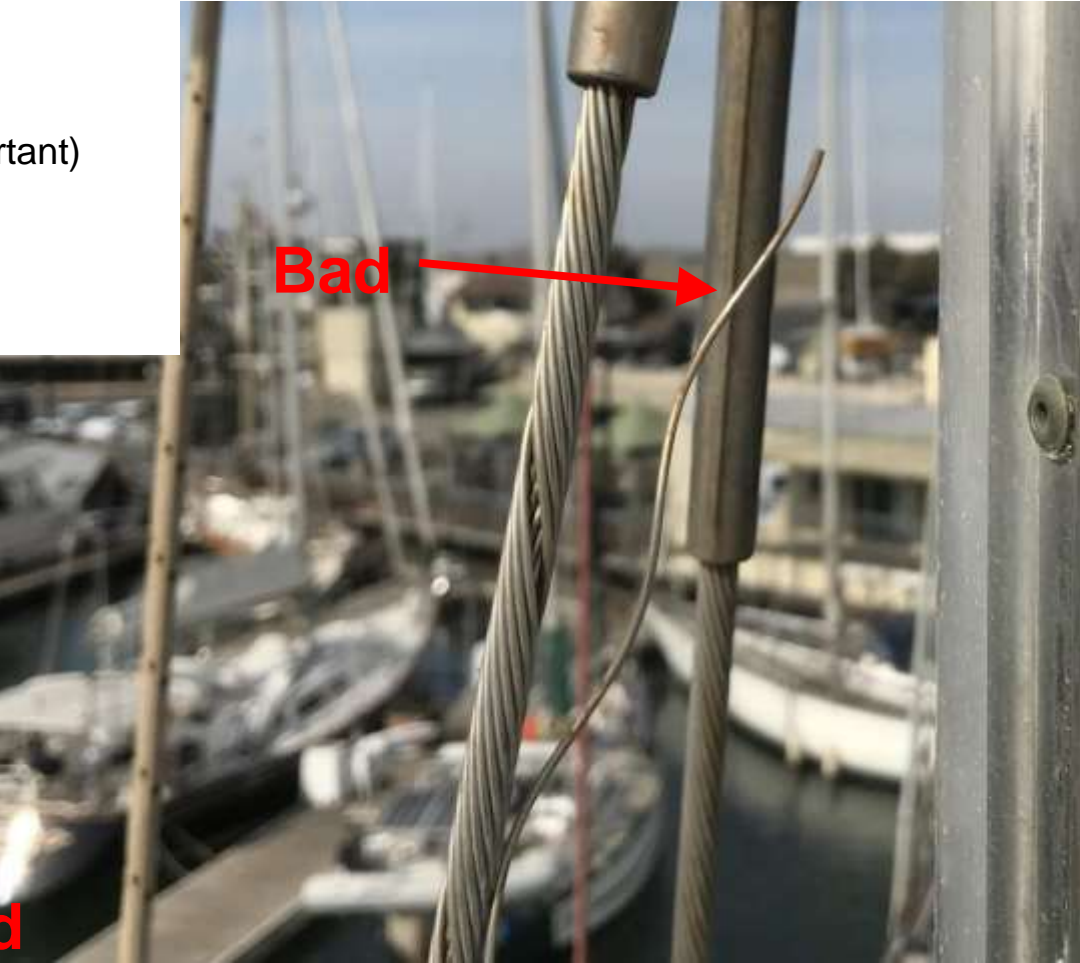
I. Pac Cup Mast Inspections: What I look for generally

1. The usual stuff...

- a. Age of st. rigging (This is kind of important)
- b. Cracked swages
- c. Popped strands of wire
- d. Poor alignment of terminals
- e. High Load areas (vang, gooseneck)



Bad



Bad

More on the Gooseneck / Vang

Can be major trouble spots. Easy to solve these problems before the race!

1. Lack of spacers
2. Vang Bracket on boom too thin
3. Clevis pin with no compression
4. Brackets ripping out of mast / boom
5. Cast aluminum / cracks / corrosion
6. No doublers (in boom and mast)
7. Rivets / bolts



2. Mast issues more specific to Pac Cup boats
a. Halyard Chafe (Spinnaker, Main, Topping Lift)



b. Some solutions for halyard chafe

1. Chafe guards

- a. Stainless steel cage
- b. Rollers (spinnaker halyards)
- c. Extra Lams of carbon

2. Dyneema for almost everything

3. Hi-tech covers (dyneema, blends)

4. Go 2:1 on main halyard

5. Better Clutches and/ or halyard locks





3. Fractional spin halyard

1. Shorter hoist than masthead halyard (right above the headstay)
2. Can be accomplished with a MH halyard and a choker



4. Other mast stuff that's kind of important...

1. Sheaves w/ center bearing
2. Halyard deflector if keeping the furler
3. Mast collar: Spartite for support and dryness
4. Metal on metal grinding (base of mast)
5. Floppy headstay (in rig forward mode) - limit the movement



More stuff.... Sprits and spinnaker poles





- Pole out line needs to grab the sprit aft of inboard end
- Pole Out line should oppose bobstay so sprit is pulled down
- Use good clutch or leave on winch to keep it tight
- Best to keep your noggin away from inboard end when you're blasting along...

Spinnaker poles

1. Have a tendency to break; good to have a spare
2. Need to check innards before leaving (trip line, etc..)
3. If carbon, carry a custom sleeve and some good adhesive like Plexus so you can repair it
4. If you have two poles and lack experience, twin-pole-jybes are a good idea