

Bill ... signal



INSTALLATION OF MAST PARTNER WEDGES

1. Two pure gum rubber wedges are supplied with the Tartan 34. Both measure 4½" high, and are 3½" wide.
2. Before stepping spar, remove the teak oval moulting in *the head overhead* through which the spar passes.
3. After spar is in boat, connect all rigging, but leave it *slack*.
4. Push the spar forward in the partners, and insert the thick wedge centered in the aft end of the oval partners opening. The *4½"* dimension should be running vertically. The wedge should extend about *½"* above the top of the partners. Check the clearance on the overhead in *the head* so that the partners interior trim piece may be re-installed without *interference from* the bottom of the wedge.
5. Hook a snatch block into a genoa car on each side *of the boat, and position* the car toward the forward end of the track.
6. Pass a line around the spar, just above the lowest winch, and *run it* through each snatch block and to the genoa winches.
7. Use two people cranking simultaneously on the genoa winches to pull the spar aft in the partners, and compress the aft wedge.
8. Slip the forward wedge in from the underside of the *partners. It may be* helpful to spray the wedge with silicone spray, or *talcum powder so that* it does not bind up against the spar. Do not use *grease, or any lubricant* injurious to rubber.
9. The forward wedge should also protrude about ½" above the top of the partners. A wooden block may be used to "bump" the forward *wedge up. If* the forward wedge will not go all the way up, and you have *exerted all the* pressure possible with the two winches, trim off *the forward wedge so that* the teak trim may be re-installed on the head overhead.
10. Tighten the rig. The forestay should be tensioned first in setting up the rig, and should be positioned in the closest hole on the link plates with the mast just slightly aft from vertical. The *genoa halyard may be* used to help in pulling the top of the spar forward a little to allow insertion of the clevice pin in the link plates. The upper shrouds should be quite tight, with the lower shrouds a little looser. Lastly, tighten down on the backstay turnbuckle to make the headstay and backstay as tight as the upper shrouds.
11. Re-install teak trim in head overhead.