

MAST TRIM IMX-38

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by Jochem Visser

Some explanation to how the rigging chart at the bottom of the page 2 works.

1) All the measurement shown are in MM.

2) First set up de forestay lenght by adding toggels or use the bottlescrew (if fitted) to a lenght as specified (15.850 mm) Be aware that when you hoist the measurement tape up you will have some distance between the point where the halyard locks and the point where the measurement tape starts. (in our case this was 180 mm) If your schackle lenght is different please change the measurement accordingly.

3) Change the mast foot to the position were you measure 714 mm between the bulkhead and front face of mast. Then position the mast in the middle of the mastcollar at deck level. (this should give a prebend of about 55 mm)

4) Now tension up de V1 mainshrouds equally (after measuring it to the center) untill the mast has a prebend of about a full mast diameter. Then start tensioning de D's shrouds. Go sailing and keep tensioning the V1 untill the leeward V1 at about 25 degrees of heel (but fully pressured at 20 knots) just does not come slack any more. The main shroud tension should now be hard enough. Keep calibrating the D's untill mast is straight or rather sacking to leeward a touch in the middle.

5) Adjust the pressure relief valve at the haydraulic backstay to a setting were it allows a pressure of 5000 psi before it starts releasing pressure (there is a pressure relief valve positioned under one of the big screws on the unit. For full details read the instruction manual with the Navtec hydraulic backstay unit. This 5000 psi will be your max backstay setting.

6) Your ready to win races !!!!

Please be aware that the V1 shroud tension is vital to give the mast enough stability and prebend. especially when the mainsail is reefed this prebend will avoid the mast inverting.

On the chart you will see some settings we used on our calibarated O&S spanners (5.1 m for instance) These settings are no use to you but gives an idea how we keep track of our changes. On general % I have given a guideline to what relation the tension is of all the D's in comparison to the main shrouds in percentages.

If you have anymore questions or when I can assist you on the water please let me know.
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MAST TRIM IMX-38

YACHTS NAME: Ross Systems 2
YACHT TYPE: IMX 38
BUILD. NO# : 5
BUILD. DATE: dec. 1992

TENSION METER: n.a
MAST TYPE: Nordic
NO# SPREADERS: 3
MATERIAL: alu

SCHACKLE LENGHT
 from point of lock to measurement tape = 180 mm

DATE	D1	D2	D3	V1	V1	D3	D2	D1	FORESTAY	COMMENTS
21-05-1993	2		1	5.1 m	5.1 m			2		mast mid deck
06-08-1993	5.3 m			5.2m	5.2 m			5.4 m		mast forward deck
08-11-1993	5.5.m							5.5 m		mast mid deck
general %	70	35	18	100	100	18	35	70		mast mid deck

INFORMATION

J- MEAS.: 4.400
PREBEND: 55 at deck level
MASTSTEP: 714 from bulkhead to front mast
JACK PRESSURE: n.a.
FORESTAY DIA.: 8.4
FORESTAY BREAK.: 17.500

GENERAL COMMENTS:

P= 13.350 E= 4.90 I= 15.380 J= 4.400
 Forestay base lenght 15.850 (0 starts at 180)
 Relation backstay to forestay = 1.321
 Relation forestay to backstay = 0.757
 Max backstay at standard scale = 5000 psi

