

The following procedure should be followed to adjust the standing rigging on a Sabre 28 after the mast has been put in place with medium tension on all stays.

1. The vertical side-to-side position of the mast is adjusted by using the main halyard to measure that the distance from the masthead is equidistant to both toerails. It may be necessary to add a short piece of rope to the shackle end of the halyard to reach first one toerail and then the other. Adjust the upper shroud turnbuckles to correct any lean of the mast relative to the hull.
2. The upper shroud turnbuckles should be adjusted to obtain a reasonable degree of tension in the shrouds. While sailing at a 25° angle of heel the correct upper shroud tension will allow the leeward shroud to be reasonably slack without appreciable tension, but not so loose that it moves in the breeze. Excessively tightened shrouds will distort the shape of the hull and could cause structural damage.
3. The forestay and backstay should next be adjusted to be reasonably tight, but without overloading the hull which could cause structural damage to the hull. While sailing at a 25° angle of heel the correct tension will allow the forestay to sag about 6" to 8" aft at mid height. All sails are cut to allow for this amount of sag in the forestay. Equal adjustment of the forestay and backstay turnbuckles should result in between 6" to 12" of rake aft at the masthead, which is normal.
4. The aft lower shrouds should next be adjusted to obtain a straight mast, side to side, at 25° angle of heel. This will result in the aft lower shrouds being about half as tight as the uppers before you start to sail. If the aft lowers are too tight, this will cause the mast to curve to weather at mid height. If they are too loose, the mast will sag to leeward at mid height.
5. The forward lower shrouds should next be adjusted to cause an approximately 2" to 3" curve forward at mid height of the mast, while maintaining a straight side-to-side position of the mast per (4) above. This will result in the forward lower shrouds being a little looser than the aft lower shrouds, and considerably looser than the upper shrouds.

Be sure that all turnbuckles, toggles and clevis pins are secured with cotter pins that are properly bent back and taped.

CAUTION: The majority of mast failures are caused by improperly adjusted rigging that allows the mast to bend more than 3" sideways, or 6" fore-and-aft at mid height, putting the mast out of column, and by improperly placed or missing cotter pins.