

Trogear Bowsprit - Catamaran Rigging Suggestions

Overview

Following are our recommendations but the ultimate set up, including rigging, depends on individual preferences and boat model. Always check with your rigger.

Set up: Depending on your preference, you may select a set up with one bowsprit or with an additional one for a dolphin striker.

Main Sprit Selection: To confirm the choice of sprit we need to know the expected maximum tack line load on the Code 0. In most cases we recommend going one size up due to the high compression loads.

Installation: Our “CAT” brackets are used to install the main bowsprit on the front of the crossbeam. Our “U” brackets can be used to install a sprit underneath as a dolphin striker.

Loads: The main bowsprit is subject to both compression and lateral loads. The dolphin striker will take only compression loads.

Safety Considerations

Crossbeam Loads: It is important to verify with the yacht manufacturer if the crossbeam can withstand the compression loads. Some crossbeams need additional reinforcement.

Dyneema Loop: Only a Dyneema loop can be used through the tack bushing. NEVER use an eye bolt.

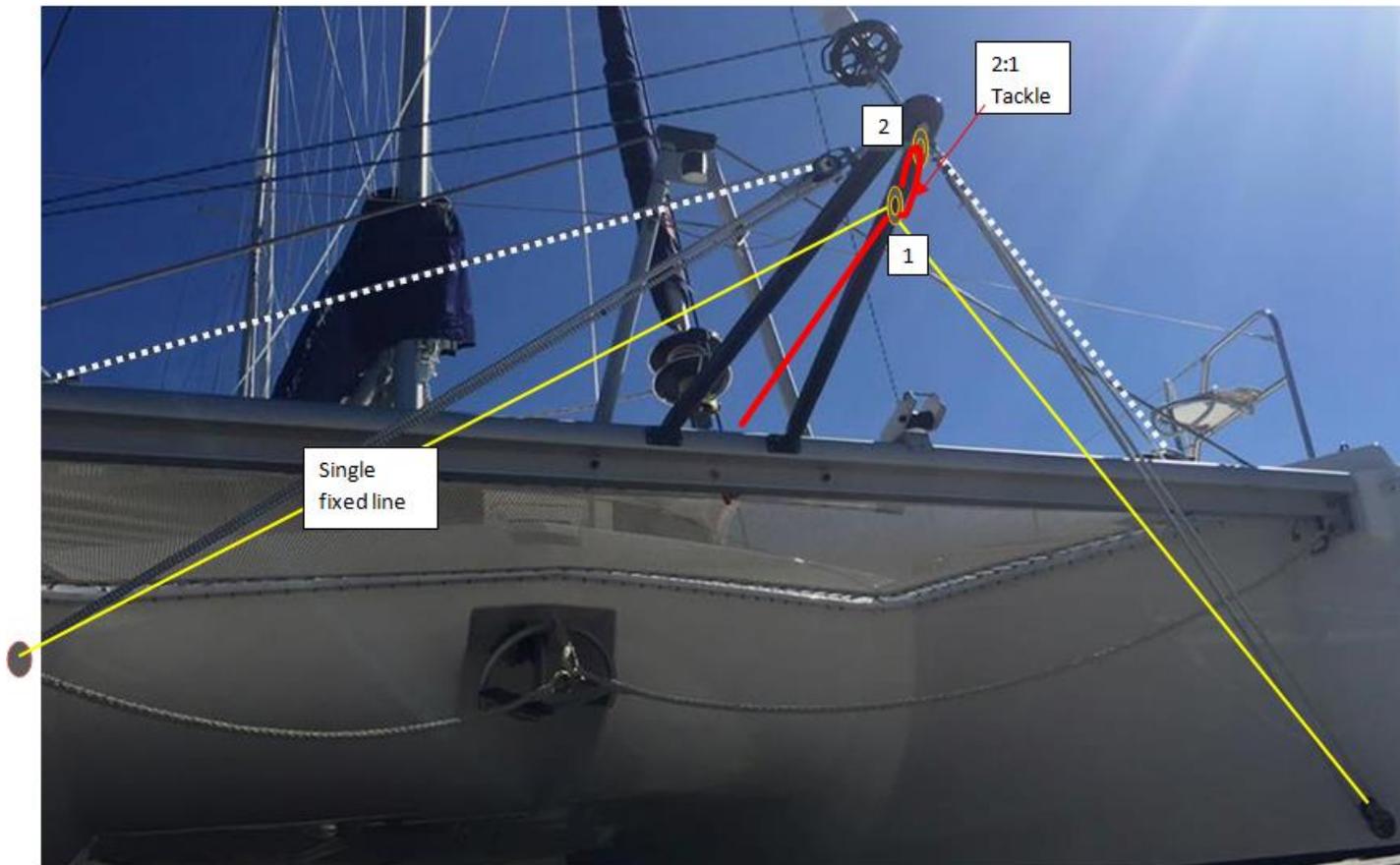
Safety Preventer: The preventer MUST be used and should be made from Dyneema and attached to the headstay toggle and the lower friction ring at the tip of the Bowsprit. The length of the Dyneema should be such that the sprit does not drop past ~20deg of horizontal when under tension. Think of it as an inverted bobstay or a topping lift on a spinnaker pole. It is a preferred method of preventing the bowsprit from going down too far, important in the event the sail drops to the water.

WARNING: Never fully release the bobstay when under load. If it is accidentally released, it could lead to personal injury, boat and/or equipment damage, or the failure of the bowsprit itself.



Bowsprit without Dolphin Striker

- Fixed length bridle (yellow) from port to starboard pad eyes with friction ring (1) freely sliding – this will help to center the load on the sprit.
- Bridle length: the tip of the bowsprit when about 20 degrees below horizontal position, should just touch tensioned bridle.
- The bowsprit will have a strop with friction ring (2) on the bottom and loop or ring on the top for the furler or tack attachment.
- Between these two friction rings will be tackle 2:1 (Red) which is led aft to a clutch or cleat for bowsprit tip position adjustment.



Set up with Dolphin Striker



You can also install using a second, shorter sprit as a dolphin striker. With this set up, you do not need whiskers. The benefit of this system is to avoid any conflict with whiskers when deploying an anchor. Additionally the bobstay in this solution works better due to a better pulling angle and less flexing compared to bridle/whiskers.

Rigging Recommendations:

- The line connecting the sprit with dolphin striker needs to be fixed length (equivalent of fixed bobstay)
- Another line from dolphin striker leading aft to the clutch, cleat, etc. could be either fixed or adjustable – it depends on the rigger and customer needs.
- The angle of the bobstay and the line leading aft to the short bridle with the dolphin striker should be equal if possible (*think of it as spreader on the mast and shrouds*)

SS Rings or Low friction Rings:

- On the top of the main bowsprit you could use an SS ring.
- The fixed-length Dyneema goes to the dolphin striker from the main bowsprit.
- On the forward side of the dolphin striker you could also use an SS ring
- On the aft side of the dolphin striker you could use a low friction ring or SS ring to connect the aft control line to a clutch or cleat.
- If it is a 2:1 purchase use a low friction ring.