

Rigging the Interlake. Intro plus Sheets & Lines

By: Bob Sagan, *Quantum sailor*, IL #628 – 1442

[Quantum Sails One Design](#)

{I plan for this to be the first in a series regarding running rigging on the Interlake. Class rules permit customization in this area. This flexibility has proven to be a great equalizer on the race course. The strength of a sailor will largely determine the best purchase. The number and level of sailors (2-3) can lead to control location preferences. Proper rigging will help you get the most performance, and more importantly, the most enjoyment from your boat. Hopefully this series helps.}

Line has selection has grown rapidly over the past twenty years. What to get? How long? So much to keep tweaker, well...tweaking. Through these articles I'll present Terry's standards and specs, along with options. Fortunately, there are many ways to skin the Interlake rigging cat. Your mileage may vary.

Goals of rigging:

- Strong enough to have a reliable safety margin.
- Low enough stretch for the application so once set, stays in position.
- Easily adjusted so it can be finely tweaked. No straggling/promotes head out of boat.
- Provides a good "feel" for feedback and fun.

Colors. So many colors available. Use of many colors is attractive and more importantly, helps communicate. "PULL THE VANG" is confusing and no fun to rookies. "PULL THAT LINE" isn't any better. "PULL THE BLUE LINE," No problem!

I'll start with sheets and their setup. Lines for other controls will be in future discussion of each system.

Main sheet: 7mm (5/16") Bzzz line (New England) is sweet. Old school is 3/8" (8mm) Trophy Braid. Standard length is 38'. Some are now doing 3:1 at the end of the boom in breeze, in that case you'll need 48'. Buzz line is a firm, round polyester line developed as a Star mainsheet. Runs very well. Trophy Braid is fuzzy. A softer feel. Easy on the hands. Runs okay if not going through many purchases. Both lines are cost effective up front and last forever.

3:1 set up for end of boom in breeze. On Bridle: Single Block w/becket. On boom: Double block or two singles. Two singles are nice because you can tie off at rearmost block for most sailing, then simply run the line down to the becket on the bridle block when the breeze is on. 40mm blocks work for diameters up to 3/8". The specs on newer Harken 29mm says they are plenty strong, they work better with 7mm, however, look undersized to old eyes.

Jib Sheet: ¼" (6mm) for standard sheets. 20' per side. New England Sta-Set polyester runs well due to its smooth yet grip-able cover. Low cost. SSR runs even better and is lighter. Going 2:1? It's great for smaller crew, big wind or finer adjustments. Tie off 2:1 on the base of the jib car or use a becket block on the jib car. 5mm (3/16") is recommended for 2:1. SSR is my go-to line. I

love the endless system. 40' long if you tie the blocks real close to the clew. 33' if your pig tails are long. (*1'5" is about max piggy length*). Longer pig tails translates into less line to be pulled while tacking. About 3' less per side in my long pigtail set up. 29mm Harken carbo and Harken mini blocks are standard. OR...go modern (*actually square rigger school upgraded*) and use a LEAD RING. No moving parts. Won't flip, jamb or break. Lite and less expensive. Started using them in 2019 and love em!! Made by Harken, Ronstan and others. 10mm size has a nice radius, works well with 5mm line.

Spinnaker Sheets: $\frac{1}{4}$ " Sta set has been regularly issued for decades. I find it heavy, unresponsive with poor feel in med air or wet. 5mm SSR (cordura/SK78 blend) is a great all-around sheet. 4mm for hard-core light air up to 7 mph wind. Yes, tapered sheets make sense, yet I really like this combination of sizes with no tapering. Simple. 45' feet per side for traditional set up. 70' for the endless approach.

WARNING! Don't even think of using nylon or polypropylene lines. They stretch line rubber bands. Your sheet setting won't stay put, changing themselves in the wrong direction with every puff and lull, especially when working as the guy on a reach. Bad. Like, broken pole bad.

Polyester lines: Old school workhorse that gets the job done at low cost and lasts forever. They stand up to UV well, have good feel and hold great in cleats. Downside is that they are heavier, absorb water, and run slower through blocks.

I love blended lines. Maffioli swiftcord brought us cordura blended with dyneema. Alpha Ropes SSR single braid is the modern replacement. Blended with SK78, it provides soft hand, good grip in cleats, light weight which doesn't absorb water, runs well. SSR and dyneema are the lines you will find all over my boat.

Block note: Smaller blocks are lighter, cheaper, and modern designs are strong (*check specs*). However, lines run freer through thicker blocks because of reduced line friction and lines turn easier around greater radiuses. Standard rule for twisted line is block dia. should be at least 5x line dia. 4x works for single braid & dyneema lines. More on blocks in "control systems" discussions.

The bottom line (*pun intended*) is "make yourself happy." Sailing is happy time. It's your boat. string it how you like. New lines are nice bling. It's all good.

Cheers. ☺