

Balboa 26

This pictorial manual is designed to assist you in the mechanics of raising/lowering the mast and launching. The steps are simple and easy to follow. Due care should always be taken in keeping all lines and cables free. Upon acquiring the proper skills, the entire procedure from arrival at the launching area to having the mast up with the boat in the water should take about 30 minutes.

Note: Depending upon the situation of the launch area along with the bridges over the waterways, the mast may be either raised before the launch or after reaching open water with equal ease. We show the mast being raised on land only for simplicity of photography.



Step 1—Upon arrival at the launching area, select the most level area near the ramp which will have no height restrictions between you and the water. With the mast raised, you will need a clearance of 37'2" including the boat and trailer.



Step 2—Release the mast tiedowns fore and aft. Install the mast roller in the aft mast carrier. Remove shock cords and check to see that all stays and shrouds are free and untangled.



Step 3—Pick-up base of mast at the bow of the boat and walk aft to the mast hingestep. As you walk aft, again check to be sure the mast rolls free and none of the cables hang-up.



Step 4—You will note that at the mast hingestep position, the mast is nearly balanced but proceed to Step 5 without releasing mast base.



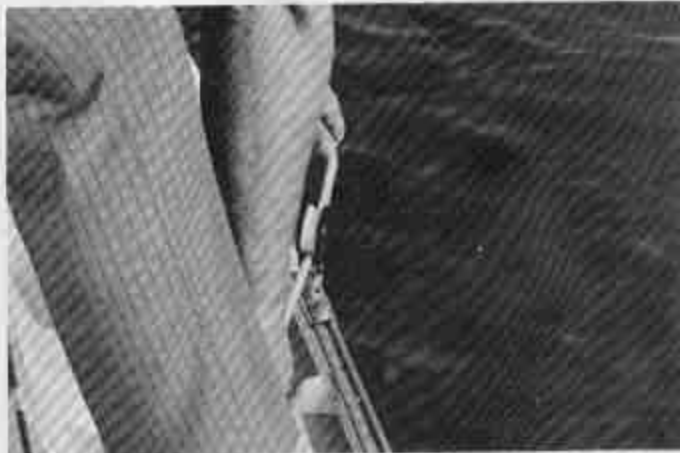
Step 5—Remove pin from tabernacle and install mast. Tighten self-locking nut securely.



Step 6—Shock cord turnbuckles for lower forward shroud and forestay out of the way, about three feet up from base of mast.



Step 7—Return to the cockpit area, get $\frac{1}{4}$ " sheet line along with the gin pole stabilizer and run the line forward from the cockpit. Set the stabilizer near the mast hingestep on way forward.



Step 8—Run sheet line thru the sheet block or fairlead on the starboard rail. Continue forward.



Step 9—Next thru block at the bow. Pull enough slack thru to give you ample line to work with.



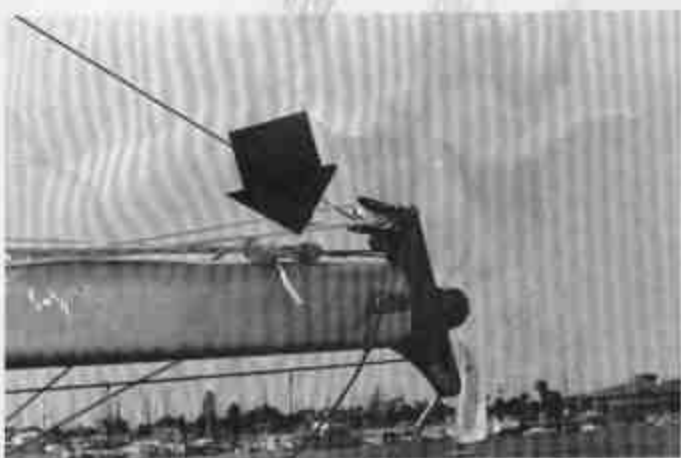
Step 10—Tie sheet line in self-tightening slip knot to end of gin pole (boom).



Step 11—Free the jib halyard head shackle.



Step 12—Fasten the jib halyard head shackle into hole at same end of ginpole as sheet line is connected.



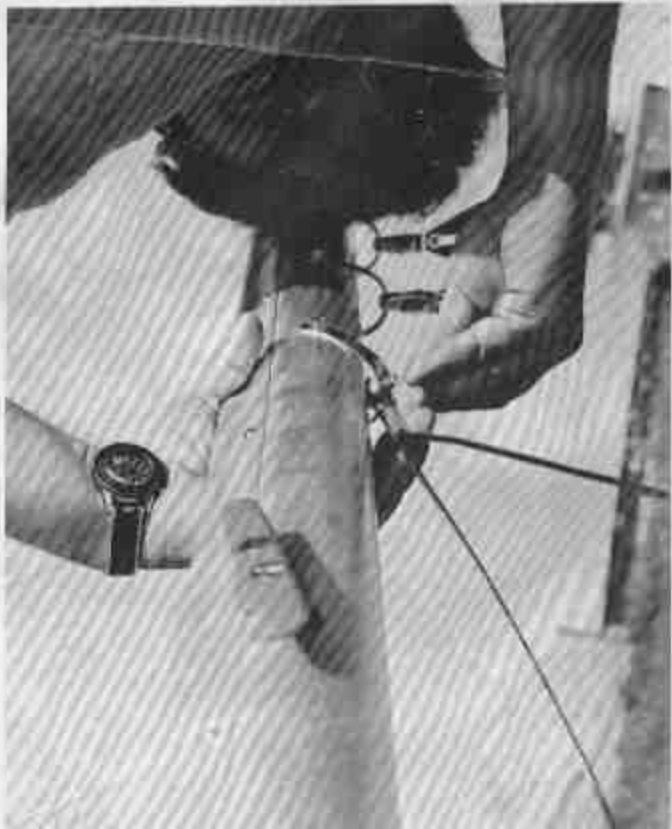
Step 13—Release tension on the jib halyard so the cable connection is about 6 inches back from the block at the mast head and bend off securely.



Step 14—Connect port and starboard sides of the ginpole stabilizer to the holes provided in the inboard shroud strap (forward lower hole).



Step 15—Slide the base of the ginpole into track at the base of the mast. NOTE: with the proper amount of slack left in the sheet line, this operation is performed easily. The ginpole should be held upright in a slightly backslanted position.



Step 16—While holding the ginpole upright, reach down and pick up the head of the stabilizer. Connect the stabilizer to the lower ring of the ginpole.

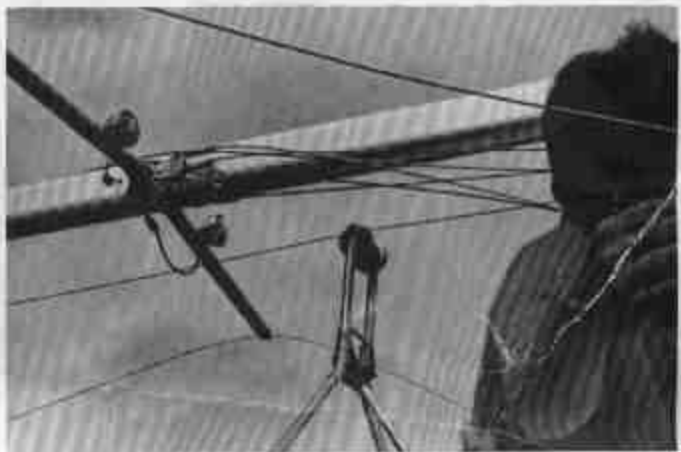


Step 17—With stabilizer connected to the ginpole, along with the jib halyard and sheet line connected to the end (top) of ginpole, this is how it should look.

Step 18—Pull forward tension on the sheet line and step forward to the foredeck. This tension will then hold the ginpole in the upright position. Work your way back to the cockpit while maintaining tension on the sheetline thru both blocks.



Step 19—Take four to five turns around the starboard sheet winch and you are now ready to raise the mast.



Step 20—Winch in the sheetline steadily and the mast will raise into position. Visually check all cables while the mast is raising to be sure they do not foul or bind. **CAUTION: Do not jerk handle.**



View of mast starting to raise.



View of mast halfway into position.



Step 21—With mast fully raised, put tension on the sheet line and bend off the line from winch to cleat.



Step 22—Connect forestay.



Step 23—Connect forward shrouds. Disconnect and remove stabilizer. Release tension on sheetline and remove ginpole from mast. Disconnect jib halyard and return it to mast.



Step 24—Connect aft end of boom to topping lift on back stay.



Step 25—Slide forward end of boom into track on mast.



Step 26—Rig mainsheet traveler. Photo illustrates correct rigging.



Step 27—Slip rudder into trunk in cockpit. Rudder may be partially inserted by turning upper assembly at an angle to the slot. Shock cord it to hold it in position. This prevents the rudder hitting anything during the launch but is ready for maneuvering.



Step 28—When trailering the boat, the keel should be lowered to resting plate on trailer. Raise the keel off the plate before launching—Be sure keel winch is locked.



Step 29—Remove and collapse mast carrier. This can be stored in cockpit hatch. Also remove lights from trailer.



Step 30—Maneuver trailer to waters edge. Disconnect winch cable from boweye and secure a line to the mooring cleat before backing into the water. On most ramps, the boat should launch off the trailer before back wheels of auto touch the water. If boat is in the water but will not come free from the bunks, pull forward a few feet and again back to the water and apply brakes sharply before rear wheels touch water. **WARNING**—Do not allow brake mechanism on tongue to be submerged.

If extremely shallow ramps are encountered, see CHAIN LAUNCH supplement section.



Retrieve 1—Back trailer into the water. The aft end of the trailer bunks should be underwater. Set the hand brakes on the auto. Maneuver the boat by power or line as far as possible onto the trailer with keel raised and locked.



Retrieve 2—Wash the forward part of the bunks not under water by splashing water on them. This allows the boat to slide easily when winching onto the trailer. Connect winch cable to the bow eye.



Retrieve 3—Winch the boat all the way onto the trailer until the boat hits the bow stop of the trailer. Pull the boat and trailer out of the water and up to a level area to lower mast and clean-up. Again, remember your clearance is 37'2" so watch for overhead wires.



Retrieve 4—To lower the mast, it is basically the reverse procedure of raising the mast. **Do not readjust ginpole stabilizer cables.** Rig ginpole into position with lines attached. Release forestay and forward shrouds. With all rigging set, from the cockpit, slack the sheet line around the starboard winch and pull down on the rear stay. When lowering mast, slack the line steadily and slowly, do not allow the mast to drop fast or with a jerky motion.



Retrieve 5—As mast nears the mast carrier, guide the mast so it will rest in the center of the roller. Remove lines and rigging. Roll mast forward to the forward mast carrier. Put mast carrier block on mast hingestep. Securely tie mast fore and aft. After stowing lines and gear, be sure to lower keel onto plate on trailer before trailering the boat.



When encountering low bridges, the mast may be easily lowered to the mast carrier. If necessary, the ginpole may be removed to give an even lower clearance.

Chain launch supplement...

You may occasionally find a launching area where the angle of the ramp is too shallow to launch virtually any boat without backing the auto into the water. Should you ever encounter this type of ramp, we advise using chain launch. With about 15 feet of $\frac{3}{8}$ " anchor chain, this procedure is quite simple and safe provided proper care is taken and the steps are followed in sequence.



Step 1—Back the trailer onto the incline of the ramp near the water. Set the hand brake. Block the wheels of the trailer. Allow the trailer and auto to roll back to assure that the blocks are holding.



Step 2—Shackle the chain to the trailer hitch and the other end to the tongue of the trailer.



Step 3—Tighten chain length between auto and trailer as a safety precaution when lifting tongue from ball with jack. With blocks now firmly holding the trailer on the incline ramp, loosen chain.



Step 4—The auto should then pull forward and tighten up on the length of chain. Lower tongue of trailer all the way down to the wheel (prevents the bending or straining of the wheel shaft). Remove wheel blocks. Back car up and guide trailer into the water. At waters edge, raise tongue to maximum height (with the bow high and stern low, it will slip off the trailer easier). Do not allow brake mechanism on tongue to be submerged.



Step 5—Continue backing the trailer into the water until boat launches from trailer. Upon launching reverse the procedure and connect trailer to auto. The boat may also be retrieved via chain method by letting the trailer roll into the deeper water and then following normal retrieving procedure.