

MAST RAISING & LOWERING SYSTEM

WARNING: MAKE SURE THAT THE MAST AND RIGGING IS CLEAR OF ALL OVERHEAD ELECTRICAL CABLES WHEN BEING RAISED OR LOWERED OR MANEUVERED ABOUT THE LAUNCH AREA. CONTACT WITH AN ELECTRICAL CABLE CAN CAUSE SEVERE INJURY OR DEATH.

1. Confirm that all standing rigging and spreaders are connected to the spar as per the drawings in the owners manual. The spreader retaining pins should be installed and pinned, the spreader tip tightened in the correct location and all black rubber retainer plugs installed in the rigging terminals on the mast. These plugs prevent the the shrouds from falling out of the mast when the mast is lowered. All halyards should be installed and the mast light installed. **II**
2. Confirm that the white “boots” are installed over each shroud turnbuckle and the turnbuckles are attached to the chain plate “U” bolts with the cotter pins located inboard. The boots must be forced down over the turnbuckle toggles to prevent the turnbuckles binding on the “U” bolts and bending during the stepping process.
3. Untie the mast from the bow pulpit and support crutch, and slide the mast aft on the support crutch roller until the base of the mast is over the mast step. At this point the mast will be balanced on the roller only, so do not let go of the mast base.
4. Remove the stainless steel mast step pin from the mast step casting being careful not to lose the boom vang strap.
5. Push the mast base down until the retaining pin holes in the base align with the corresponding holes in the step and re-install the SS retaining pin being careful to re-install the boom vang strap at this time. Install the split ring to the retaining pin.
6. Insert the mast raising bridle wires into fittings on spar (Note: these stainless steel hooks can be forced open slightly to ease their insertion).
7. Attach the pelican hooks on the bottom ends of these mast raising bridle wires to the welded eyes on the forward stanchions. Make sure that the bridle wires are equally snug port and starboard. The wires may become slightly tighter as the mast is raised, therefore, do not overtighten in down position.
8. Open the anchor locker and attach the lower end of the mainsheet tackle (the end with the jam cleat) to the “U” bolt inside the locker.
9. Insert the mast raising tube into the hole in the base of the spar making sure the notch in the end of the pole straddles the bolt rope extrusion on the inside aft face of the spar.
10. Holding the pole in a vertical position, connect the jib halyard shackle to the aft loop at the top end of the pole. Tension the halyard by pulling it from the exit in the side of the spar (make sure that the jib halyard is being tensioned, and not the main halyard) until the mast raising pole is angled aft approximately 10 degrees. Securely cleat the halyard to the black plastic cleat on the side of the mast below the exit. See illustration in owners manual showing the proper cleating of a line.

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11. While still holding the mast raising pole at the ten degree angle aft, connect the upper end of the mainsheet tackle to the forward loop at the end of the mast raising pole and take up the slack through the jam on the lower block of the mainsheet.

12. Check to make sure that the forestay is not twisted around the jib halyard, that the upper and lower shrouds are not twisted around each other and are outside the life lines, that the turnbuckles are vertical on the "U" bolts, the spar is clear of all overhead electrical wiring, all shrouds, mast raising bridles and forestay are properly attached to the spar, all shackles on the mainsheet and jib halyard are properly closed, the jib halyard is properly cleated to the spar, no one is standing in the cockpit or under the mast and, in all respects, the mast is ready to be raised.

13. Pull on the mainsheet tackle to raise the spar making sure that the mainsheet always runs through, and is being held by, the jam. With the mast raising bridles installed, the mast is prevented from moving from side to side, so you can rest between pulls and it is not necessary to have anyone pushing the spar up from behind as you are pulling on the tackle, although this will reduce the load on the tackle and speed up the process. The load on the tackle will be at a maximum at the beginning of the raising process and will reduce progressively as the spar is raised, reducing to almost nothing when the spar is up. With the anchor locker opened the bow of the boat has limited space in which to work, so be careful and watch your footing. There is no need to hurry.

14. When raised, leave the mainsheet jammed and tensioned. Take the bottom end of the forestay forward and connect to the forward of the two holes in the stemhead fitting.

15. Connect mast wiring plug to deck fitting at starboard base of spar.

16. Refer to GETTING READY TO SAIL.

MAST LOWERING

1. Remove sails, boom vang, and boom.

2. Reinstall mast raising bridles to mast and stanchion eyes and install mast support crutch to transom, if not already done.

3. Install mast raising pole to hole in base of mast, making sure that notch on pole is keyed to bolt rope extrusion in back of spar.

4. Attach jib halyard shackle to upper spliced eye at forward end of mast raising pole.

5. Tension jib halyard from halyard exit in side of spar (again confirming that it is the jib halyard being tensioned and not the main halyard-check the color coding) so that pole angles up at the front end approximately 10 degrees. Secure halyard to cleat on side of mast (see illustration in owners manual).

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6. Attach bottom end of mainsheet to "U" bolt in anchor locker and top end to bottom loop at end of mast raising pole. Tension mainsheet tackle so jib halyard takes the load. Make sure main sheet is jammed and for extra security secure to bow mooring cleat.
7. Loosen forestay turnbuckle and remove forestay from stemhead fitting.
8. Check for overhead electrical cables, make sure that no one is standing in cockpit or under the spar, and confirm that the spar is in all respects ready to lower.
9. Allowing the mainsheet to hook around the bow mooring cleat, unjam the mainsheet and, holding the mainsheet tail in one hand, ease tension on the mainsheet tackle while pushing the spar aft with your other hand. Retaining the deflection of the mainsheet around the cleat ease the mainsheet further until the spar begins to rotate aft.
10. Continue lowering the spar, remembering that the load on the tackle will increase as the spar is being lowered, until the spar rests in the mast crutch.
11. Disconnect the mast raising bridles, mast raising pole, mast electrical wiring and uncleat halyards aft so the spar can slide forward.
12. Remove mast step pin and disconnect mast base from step while restraining bottom end of mast and retaining boom vang strap. Replace pin, vang strap and cotter pin.
13. Slide mast forward on mast crutch roller until base of mast rests in bow pulpit. Secure mast in place at pulpit and at mast crutch. Take slack out of shrouds and secure forestay forward.

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