

Trailing

The first thing is to be consistent on how you do it every time so that you're not confused the next time you have to raise the mast.

This means if someone helps you, make sure you instruct them on every placement of items to your spec, they may not be helping you setup the next time and if they do they will not remember what they did.

When detaching any rigging place all the clevis pins back into the riggings holders so they are all there for set up the next time and you do not have to search the whole boat to find them, I even place the tiller and mast bolt back in place so they do not become lost. [Purchase an extra set of these bolts and clevis pins and keep in your boat tool box for emergencies.](#)

20 years of setting up the same boat, I can say that keeping everything from becoming twisted with something else is the first priority. Stepping the mast and finding a halyard twisted around a stay or between the spreaders is not enjoyable and time consuming when you want to go sailing the next time.

Before dropping the mast I stretch all halyards and lines down the mast and tie off very secure around the base of mast. Any lines led aft to the cockpit I remove from their blocks and attach to the mast. I do not roll into coils and tie off in one spot, every line is tied up tight with no loops or coils for anything else to become entangled with them. [Anytime I've helped someone else that did not remove the lines to the cockpit there was problems before or after the mast was raised.](#) If you're going to use a halyard to help raise the mast make sure you tie it off last and separate from the others so you can get to it first!

Detach the forestay and the two forward baby stays only, and then drop the mast over the stern and walk the base of the mast to the bow pulpit and secure both ends of the mast.

If during setup you connect the forestay first then remove the forward baby stays and attach to the base of the mast before lowering. They will be longer than the mast, attach down low and curl backup the mast and secure the ends without putting a kink in the cables. The two baby stays will hold the mast in place if you have problems with the forestay connection. Next tie down at a couple locations along the mast the halyards and other ropes, not the stays attached to the top of the mast.

Tie downs, we use black electrical tape, about 2 full rolls will be sufficient. Electrical tape will let a small amount of residue on the mast if the boat is left out in the weather for the winter, nothing on the ropes or stainless cables, we all keep our boats indoors for the winter so, we do not seem to have much of a problem with tape. The plastic wrap sounds like it would be the best all around idea, I just came from Lowes and I see in the packaging department they carry a 5 inch wide roll with a handle, perfect. Two sided velcro sounds like an idea! Small bungies lose their stretch over time and things will become loose and entwine with something else.

The mast is secured at both ends, I tie the front to the bow pulpit to one side with a small piece of carpet underneath to keep from scratches forming. In the cockpit I tie the top of the mast to one side of the stern pulpit, that lets the mast on one side of the boat where it is not over top the companion way so, entering the cabin is much easier and you can move around the cockpit without the mast above your head.

NOTE When un-tying the mast from the pulpits make sure the base of the mast is then centered on the bow pulpit, you must be very careful handling the top end at the stern, the end at the bow may fall off the pulpit over the side of the boat.

Lift the forestay up high above the mast laying tied to the fore and aft pulpits to see that nothing is twisted or tangled with it, stretch it out the full length of the mast and let hang down over the bow pulpit.

Find the two front baby stays and stretch along the top of the mast and let them hang down over the bow pulpit with the forestay.

Let the backstay till last.

Find the mainstay and rear baby stay attached to the deck, stretch both cables forward from the deck and attach to the top of lifeline at the stanchion near the front of the cabin. This will keep

the lines from rubbing the cabin sides and the cabin top. From the lifeline stretch over to the mast and stretch cables forward, without bending;; attach to the mast with the other set of stays from the other side.

Starting at the stern pulpit tape or attach everything securely to the mast every 4 feet as you go forward. When you get to the front pulpit grab the ends of the forestay and the two front baby stays hanging down over the front of the bow pulpit and loop back over the mast without kinking the cables for finishing attachment to the mast.

Tie each of the spreaders to the cabin top handrail with a short piece of line. Stuff a fender, roll of carpet or a life jacket under the mast on top of the sliding hatch to support the mast in the center.

Take the rear stay still attached to the stern and slowly coil into a circle about 18 inches in diameter and attach to the mast in front of the stern pulpit. Also, tie up the backstay adjuster to the pulpit or traveler bar. I keep the backstay all at the stern of the boat so that it all falls onto the cockpit floor right where it is needed during setup, if crutch is used at the stern place backstay in crutch with mast so it will not get tangled with crutch or motor during lifting of the mast.

Remove weather vane from top of mast before trailering.

Strap the hull to the trailer in the area of the headsail cleats on the gunwales in the cockpit to keep the rear of the hull from walking sideways on the trailer from the highway bounce as you tow it down the road.

Mast take down or setup for the first time;

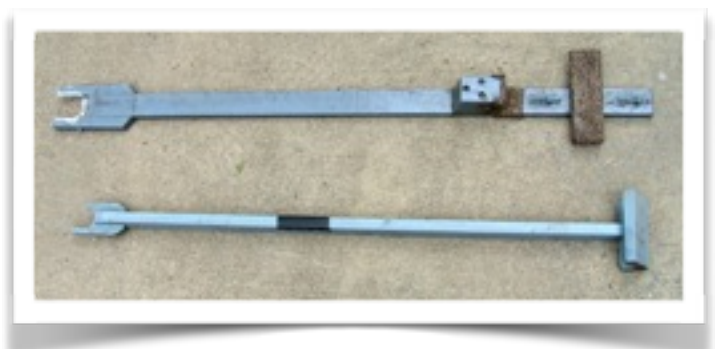
Make sure you have two extra people to help, less than that can cause injury or damage to the boat if something goes wrong up or down! After a couple times with 3 people you should figure out what is needed for future setups.

3 people take down; two on the cabin roof and one in the cockpit. Two holding the mast up the 3rd fellow unhooks the forestay and goes to the cockpit to catch the mast as the two on the cabin top lowers it. Set up is the reverse, the fellow in the cockpit walks the mast forward lifting it as he goes and hands off to the fellows on the cabin top. At this point in the lift the stays may bind on the side decks or become hooked with other equipment on the boat, the cockpit fellow checks everything before the lift because the two fellows if they do the final lift fast they can bend fittings and damage parts on the cabin roof. The last 3 feet before vertical the backstay may become tangled with something at the stern.

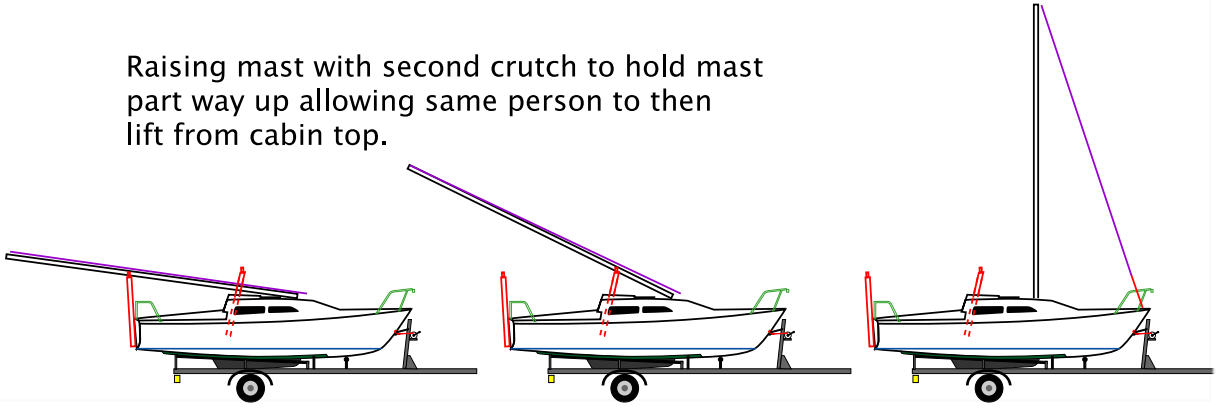
Loosen the backstay or the two rear baby stays to help stretch the forestay for attachment at the bow, **do not loosen the mainstays that go to the top of the mast.**

If the boat comes with a gin pole or A-frame for setting the mast, use 3 fellows and muscle it up the first couple times till you understand how the other equipment works.

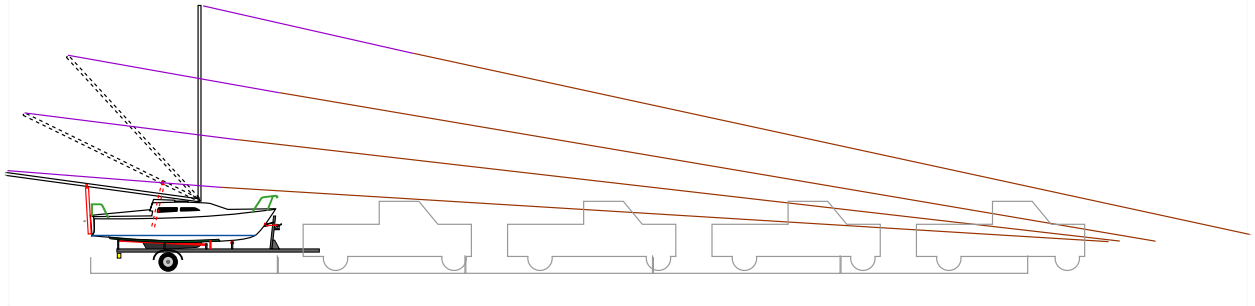
After a number of years I found the easiest and fastest way is with two crutches. The first crutch mounted on the stern with a roller at the top allows me to roll the mast on the crutch to the point where I can attach the mast on the cabin top by myself. I set the second crutch in the companion way sitting on the floor of the cabin and slightly angled towards the front. This second crutch is the right height for me to lift the mast from the crutch at the stern and walk it forward to the cabin and sit the mast into the crutch at the cabin. The mast is now at the same position that would be handed to the two other fellows on the cabin roof but, no one has to hold it up while I unhook the stays on the cabin top. I can go to the cabin top and lift at my leisure.



Raising mast with second crutch to hold mast part way up allowing same person to then lift from cabin top.



The mast on a Catalina 22 weighs about 45 lbs. if held in the center but, when you are lifting from one end that's attached it can be hundreds of lbs. I could lift the final angle by myself until I was about 62 of age, this year at 68 I had to have a 82 year old help with the final lift. Lifting the top end of the mast with a line, the weight decreases as the angle of the lift increases.



With a young teenager, wife or 82 year old, a 100 foot rope stretched out in the parking lot in front of the tow vehicle is the next easiest. I attach one end to the forestay or halyard so that when I lift the mast from the cockpit to the cabin the angle of the mast is such that a line from the very top of the mast out 100 feet in front of the boat, the pull on the line is such that a 1/2 person can hold the mast in position and do the final lift to vertical. **I have a light 100 foot hardware store line on the boat at all times because the crutches are with the trailer.**

Timed; one time I watched the clock from the time I



pulled into the parking lot till the boat was in the water was 50 minutes with one

helper, a sailor, but not familiar with the boat. We added the sails and did some rigging adjustments as we motored out into the channel. **Ginpoles, A-frames and roller furling takes much longer so, after 20 years of trying, a Catalina 22 can not be setup in less than an hour.**