

MAST RAISING & LOWERING SYSTEM

WARNING: MAKE SURE THAT THE MAST AND RIGGING IS CLEAR OF ALL OVER-HEAD 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 shrouds from falling out of the mast when the mast is lowered. All halyards should be installed and the mast light installed.

2. Confirm that the white "boots" are installed over each shroud turnbuckle and the turnbuckles are attached to the chainplate "U" bolts with the cotterpins 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. The mast struts remain attached during this procedure.

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 reinstall the stainless steel retaining pin, being careful to reinstall the boom vang strap at this time. Install the split ring to the retaining pin.

6. 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.

7. Connect the mast raising tube to the pin in front of the spar.

8. 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 at the line stopper (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. Lock down the line stopper and securely cleat the halyard to the black plastic cleat on the side of the deck outboard of the line stopper.

9. 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.

10. 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.

11. Pull on the mainsheet tackle to raise the spar making sure that the mainsheet always runs through, and is being held by, the jam cleat. With the mast struts 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