

## Mast Raising Suggested Instructions (Hunter Water Ballast Only)

These suggestions are applicable to the Hunter water ballast sailboats to include the 19, 23.5, 26, 240, 260 and 27 Edge. In addition, this will include the newer 25 shoal draft keel sailboat built in the 2000 era (exact year of production unknown).

First, you must ensure there is no overhead obstruction to include trees, buildings, power lines and so forth when raising and lowering masts to include travel to and from ramp where the raising and lowering of mast will be done. Position the boat so it will be facing into the wind. Never raise or lower the mast in high winds. Unless absolutely necessary in the event of a storm lowering the mast only, I urge you to exercise extreme caution and safety with two or more people.

Untie all tie downs and remove them. Attach the forestay T toggle to the hole above the jib halyard on the mast. For those with a furler, it has been suggested that the furling drum be covered in a sock or cover so it will not mar the deck when laying down or tied to the mast in any fashion. Remove or lower bimini if up as it will interfere with the movement of the mast. Make sure all cables and lines are laying neatly down so they will not catch on anything. Keeping the furler in the middle of the mast, slide the mast back. While the mast is tipped downward aft of the boat, this is a good time for someone to attach the wind vane, antennas, etc. while standing on the ground. The use of a ladder may be necessary. Then pull mast back to mast step for attachment.

Before pinning the mast to the mast step, attach struts or the stabilizer bars as some refer to it that way onto the mast remembering which strut goes on either the starboard or port side if unattached (this applies to the 240, 260, 27 Edge and the newer 25 shoal draft keel). If difficulty pinning the mast to the mast step is encountered, have a second person standing in the cockpit with hands on the spreader bars pushing up and down wiggling the mast will help ease the mast retaining pin in or out. Ensure the boom vang retaining strap is also inserted onto the mast retaining pin as well. Make sure you have the base of the mast controlled or it will pop up and hit you. For the 23.5, 19 and 26 without the struts, attach the two supplied bridle wires attaching the T toggles to each side of the mast via hole in mast and to the adjacent port and starboard stanchion welded eyes ensuring that the open toggle slips into the eye from the forward going aft position so it will not bind going up or down.

Take your mast raising pole inserting it into the supplied hole near the forward base of the mast. One end is curved so it will seat over the sail slide track inside the mast. On the other end you will find a cable with two eyes swaged into place (From time to time, inspect those swages). Attach the jib halyard to the swaged eye facing toward the top of the mast. Tighten or pull the jib halyard so the mast raising pole is 5-10 degrees upward toward the top of the mast but **MAKING SURE THE BASE OF THE POLE IS ONLY TOUCHING THE UPWARD INSIDE WALL OF THE MAST HOLE ONLY AS TOO MUCH WILL DAMAGE MAST AND POLE. SECURE THE JIB HALYARD WELL TO ENSURE IT WILL NOT SLIP OUT OR COME LOOSE!!!!**

Attach the mainsheet to the pole and into the pad eye inside the anchor well with the main block that has the locking cam cleat attached to the pad eye. Some folks attach the mainsheet, pole and jib halyard differently but the main point is how everything is attached. **WARNING!!! NEVER RELEASE THAT LINE FROM THE CAM CLEAT WHILE UNDER LOAD USING INSTEAD YOUR SHOE UNLESS YOU WANT TO LOOSE A FINGER. SECONDLY, NEVER LET THAT LINE GO DURING MAST RAISING OR LOWERING UNLESS YOU TIE IT OFF. THIRD, NEVER PUSH OR PULL ON THE MAST RAISING POLE OR IT WILL COLLAPSE ON YOU ALLOWING THE MAST TO FALL DAMAGING BOAT AND/OR INJURING SOMEONE!!!**

There are several ways at this point to raise the mast. By yourself, stand sideways using your knees, pull. Never bend over pulling that line or you can injure your back. Secondly, you can do this as stated above but with someone back in the cockpit pushing the mast upward with a 20 pound push which will alleviate a lot of effort on the person pulling the mainsheet; thus, making it easier to pull the mast up. Third you can run the mainsheet back say for example thru a turning block thru the rope clutch to a winch in order to winch the mast up. If at anytime you have to let go the mainsheet, **TIE IT OFF SECURELY**. The biggest item is always keep that mainsheet taut in your hand or again tie it off. Always keep the furler centered during this operation lowering or raising and not to the side.

During the actual raising, I will emphasize again, never to push or pull on that mast raise pole. Always make sure you are looking at all times lines and cables are not caught. If you feel exerted pressure pulling, again, stop and turn around and

look. Also, KEEP A SHARP LOOKOUT AT THE SHROUD TURNBUCKLES AND STUDS TO ENSURE THEY ARE NOT BINDING PATICURLAY REACHING 60 DEGREES UP AND IF SO, STOP AND CORRECT THAT.

Once the mast is up and the forestay with or without the furler is to be pinned, you will have to pull slightly tight in order to pin or insert the clevis pin securing the forestay. At this point, if you feel pulling the mast forward is too tight or you feel uneasy, then the shroud turnbuckles will have been either loosened initially equally or will be loosened at this time (secure the mainsheet line tightly). I will emphasize concern for safety is your responsibility because no one can tell how tight your rig is tuned.

Once the forestay is pinned and secured, release the mainsheet again using your shoe to loosen that line, not your finger.

Most furling units will require you to remove the jib to enable using the jib halyard. Since the CDI FF2 has its own internal jib halyard, some leave the sail on. Either way I suggest keeping the forestay with furler centered during lowering and raising. I suggest practicing before you go sailing.

Never allow children on or near the boat during the lowering or raising due to safety.

When you do lower the mast, simply reverse the process. However, you will pull tight on the mainsheet to enable you to remove the clevis pin. Make sure you use your shoe to release the mainsheet or you might injure your hand.

As for the shrouds, if you did loosen them, retighten the turnbuckles and pin them so they cannot become slack or loosen up. There is no need to detach the shroud turnbuckles from the chain plates.

For the mainsheet blocks with the spring loaded retaining pins, always make sure they are fully deployed out. Replace if not working properly.

Disclaimer: These suggestions are to be used at your discretion as to safety which you will be your responsibility for any loss or injury.