

Photo Sequence - Hoisting the mast on Freedom 21 DAYDREAM



Photo 1: The bi-pod sheer legs are shown here laid out – resting on the wire guard rails and the mast foot with all rigging & lines attached ready for mast hoisting. It looks a bit of jumble but if all lines are attached & neatly laid-out this helps the operation run smoothly.



Photo 2: The top of the bi-pod sheer legs rests on the foot of the mast ready for hoisting – the blue lines are the fore and aft supporting guys. It is sufficient to just tie-off the guys to the top of the sheer legs with bowlines – the loads involved are really low.



This is the mast lashing ready to be hooked-up to the lifting gear. The green loop is the spacer strop, which is lashed against the mast just below the gooseneck fitting with the old grey rope lashing. The spacer strop passes over the blue loop that is threaded round the mast & joined with the aluminium snap-ring (an old retired climbing Karabiner). When the Karabiner is attached to the lifting pulley system the green spacer strop is tensioned and is prevented from sliding up the mast by the lashing below the gooseneck. Make very sure that all halyards, topping lifts & so on are correctly connected and held to the mast with elastic bungee cords – you will not want to discover that the mast needs to come out again once you have it in?

You will need to experiment with the length of the spacer strop to suit your mast since the centre of gravity of the UK heavy aluminium alloy mast will be somewhat different to the very light USA carbon composite masts (wish I had one).



Photo 4: This is the start of the mast lifting operation. I am on the starboard side of the boat hoisting on the lifting tackle whilst two helpers are guiding the mast as it pivots into a vertical position. It is important to hoist the mast sufficiently high enough to allow the mast foot to clear the coach roof as it pivots into the vertical. All of the mast weight is taken by the lifting tackle but it is essential to have helpers controlling the mast as otherwise it would be free to swing about with rather impressive ease – especially in anything of a breeze!

You will see that the blue supporting guys are not particularly tight and the foreguys are indeed relatively slack at this stage of the operation. You will also notice that I have rigged the bi-pod sheer legs so that they lie just forward of the vertical – this helps position the mast nearer to the mast hole when it is vertical.



Photo 5: Here the mast has cleared the coach roof and is about to be positioned above the mast hole. Notice how little effort is now needed from the helpers to position the mast.



Photo 6: Finally in goes the mast – I can then hand over the hoisting tackle, go below and align the mast foot as it comes down on the male spigot on the keel. Again – take great care to keep fingers well clear of the mast foot as it drops down onto the spigot, as it is certainly a dangerous item on heavy UK masts but still a broken finger potential on the lightweight USA carbon fibre masts?

Beers all round and appreciative applause from the assembled onlookers?

Wilf Bishop
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