

F/21 COMMISSIONING INSTRUCTIONS

(A) Rudder

1. The rudder is supplied with 2 pins and hairpin clips to connect the pintles and gudgeons. (Note: The lower pin is inserted from the top while the upper pin is slipped in from the bottom).

(B) Mast

1. Before stepping:
 - (a) Make sure halyards are in place and running free
 1. Main halyard exits to starboard
 2. Spinnaker halyards exits to port
 - (b) Lazy jack wires should be shackled to the pad eye on fwd side of mast with Harken #082 bullet blocks on lower end
 - (c) Slip mast boot onto mast and raise to approximately 4' from butt
 - (d) After boot is in place, slip on mast wedge to the same position
 - (e) If desired, install wind direction indicator
2. Now step the mast:
 - (a) Align the gooseneck fore and aft
 - (b) Secure the mast wedge and boot

(C) Boom

1. Attach boom to gooseneck bracket with pin supplied on boom
2. Run lazy jack
 - (a) Lazy jack line dead ends at the cleat on the bottom of the boom, passes up through the bullet block, and then down through the fwd most eye on the boom then back up to the bullet block on the other side and back down to the cleat where it started.
 - (b) This should be set to hold the boom up when the sail is dropped but not so tight that it fouls the sail.

(D) Main sheet

1. Consists of (1) Harken swivel fiddle block with cam #042 mounted on traveler with spring and (2) Harken swivel blocks 1 3/4" #023 shackled to the (2) eyes on boom
2. Main sheet dead ends at becket on fiddle block goes up through aft block on boom, down passing fwd through the top sheave on fiddle block up through fwd block on boom then passing aft through lower sheave and cam on fiddle block.

(E) Vang

1. Consists of a fiddle block #028 shackled to the 2nd eye aft from the fwd end of the boom and a fiddle block with cam #042 which is shackled to the large padeye on the deck at the aft side of the mast.

(F) Traveler controls

1. This line dead ends at the padeye on fwd outboard end of track, passes through car, back to the block on the aft outboard end of track and aft to inboard cam cleat on coach roof.

(G) Main halyard

1. Exits mast on starboard runs down through 1 3/4" swivel block #023 which is shackled to the starboard padeye at base of the mast, aft (on starboard side) through the second from the inside bullseye and stopper.

(H) Reef lines

1. First reef (green line) runs on starboard side
Second reef (red line) runs on port side
2. Reef lines are tied off around the outboard end of the boom below and slightly aft of the reef clew cringle, running up through that cringle down to sheave on the aft end of boom, fwd and up through bullet block which is shackled to reefing hook, back down through block at goose-neck continuing down to deck through 1 3/4" swivel block #023 then aft through inside set of bullseyes and stoppers. First reef to starboard second reef to port.

SPINNAKER PACKAGE COMMISSIONING INSTRUCTIONS

A. Spinnaker halyard

1. Exits mast to port, runs down through 1 3/4" swivel block to port at base of mast, and then aft on port side through the 2nd from the inside bullseye and stopper

B. Spinnaker pole centering lines

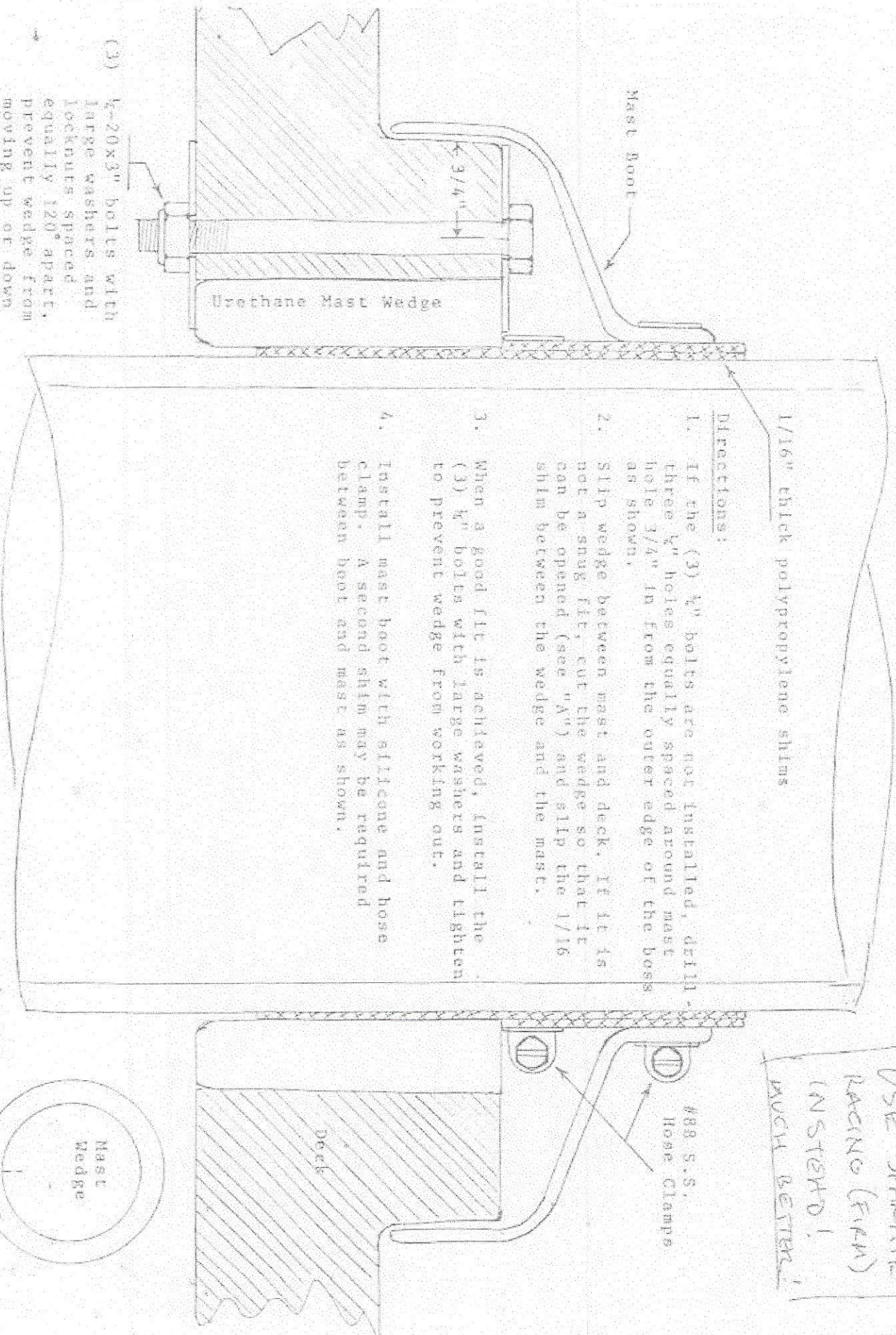
1. Tie off end to the ring on outboard end of pole. The line then runs through a swivel bullet block which is shackled to the bail on the gun mount then down to another swivel bullet block on the bail at the fwd pulpit base. From here the line goes aft through the two outboard bullseyes and stoppers on the starboard side. Follow the same procedure for the other side.

C. Spinnaker clew lines

1. These lines are tied to the clews of the sail, running through a swivel bullet block shackled on the ring at the end of the pole. From here, they pass directly to another swivel bullet block shackled to the fwd pulpit base then aft to the outboard bullseyes and stoppers on the port side.

D. Spinnaker Reins

1. This line is tied to the eye on the end of the pole then runs directly to the outboard cam cleat on the coach roof. Being an endless line, it then runs around to the outboard cam cleat and passes forward where it is tied to the other end of the pole.



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