

F-27 DE-RIGGING GUIDE

EXTRACTED FROM ORIGINAL F-27 SAILING MANUAL

By Ian Farrier

Mainsail is furled, ready for trailering, while top shrouds have been disconnected from the floats and secured to the mast. All that remains is to fold her up

some difficulty) from underneath the boat. If necessary, the cheek block can be removed for inspection from inside the forward port settee.

RETRIEVING

After sailing is finished, the jib is dropped and the mainsail is roller furled. Remember to **lift the boom aft end** by at least 2" with the topping lift when furling. This prevents the mainsail bunching up against the mast when being rolled.

Once fully rolled, you should then hold the mainsail with one hand, and **reverse wind the boom** with the other. This loosens the tightly rolled main, preventing any wrinkles, and relieves any bending force on the battens. The floats can be folded before arriving at the ramp, the folded beam being easier in confined areas, and it allows the float bows to be useful step off points, if needed.

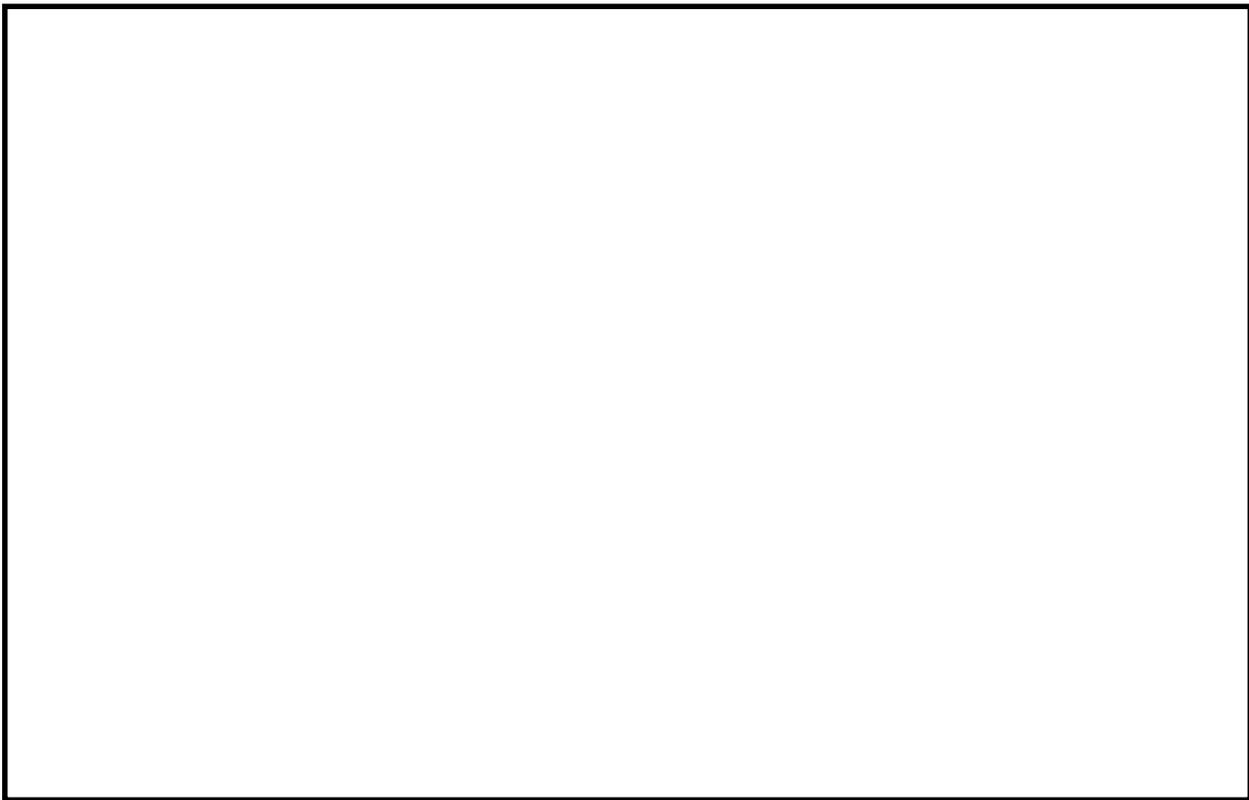
VERY IMPORTANT WARNING:

Take great care while folded if winds are 30 knots or more. A combination of a high cross wind and a fast, tight turn, can be sufficient to overcome the folded stability, and this may result in a roll over.

To fold, first release the top shrouds from the floats, the tensioning tackles being clipped to the float decks, while shrouds should be strapped to the mast by the Velcro strap. This stops them from flopping around. An alternative is to attach them to the jib Barber hauler saddle eyes on the float decks just behind the forward beams. This keeps them from moving, yet allows the float to fold up.

Before folding, first check to see no one is on the floats or wingnets, and then undo the beam bolts. The beams on the side first released will spring about 12" into the air as the last bolt is undone. Grasp the top of the beam and lift upward to fold, **TAKING CARE NOT TO LET THE FLOAT SWING IN TOO FAST AGAINST THE CENTER HULL AND POSSIBLY DAMAGE THE STOPS.** You will have to slow it slightly. Insert the beam locking pin. If the float does not fold in fully, the usual cause is the wingnet catching on the aft corner of the cabin side rail. To correct, just push the wingnet down under the cabin side rail

Now fold the second side. You will find this slightly more difficult, and the hand hold on the inner end of the aft beam will have to be used. Crew weight on the opposite side also helps. Lift,



For retrieving, the trailer should not be submerged anymore than this. You still should be able to see the ends of the float supports. Conditions here are ideal, but should there be a cross wind the side guide rail should be fitted, or a side line should be taken to the dock or shore

and once again don't let the float come in too fast once it starts moving. Insert the beam locking pin. Raise the daggerboard and rudder, and cleat both in the up position. The F-27 is now ready for the trailer.

If there is a cross wind at the ramp, then the Side Guide Rail should be fitted to the leeward side of the trailer. This will prevent the F-27 swinging sideways off the trailer. Back the trailer down into the water until the water reaches the forward inward bend of the trailer side members and the float supports are just visible above water level. Don't submerge the trailer any further than this. Gently guide the F-27 into the center and pull up as far as it will go. Take care here, that it comes on straight, and avoid pulling it over the center hull side supports, as this can damage the Log paddlewheel sender unit on the bottom of the hull (gets expensive to replace).

A side line from the windward aft cleat may also be helpful in cross winds to prevent the stern swinging too far sideways.

If motoring onto the trailer, **leave the daggerboard down until the last minute -**

otherwise any crosswind makes it very difficult to keep her on center. Once fully on, connect the trailer winch hook, and winch on the remaining few feet.

The F-27 can now be pulled from the water, and once on level ground remember to check that it is fully winched on. Once out of the water there always tends to be some slack in the winch wire.

Tie an extra safety line from the bow eye down to the winch post, ready for de-rigging.

DE-RIGGING

Remove the bow line, separate the two lines, and use as the side tie-downs. Fit the aft mast support and the trailer lights.

Remove the jib and fold. The jib sheets can be stowed in the anchor well ready for instant use next time. The jib can be stowed inside one of the floats - thus keeping it from cluttering up the main cabin. The genoa will also fit inside a float.

If possible, relieve the tension on the battens, and these can be left in the loosely rolled main. Remove the roller furling handle and stow in the

anchor well. Leave the topping lift on, to take the weight, and pull the boom/mainsail aft to disconnect from the mast. Lay it down on the cabin roof to one side and fit the sail cover/bag. Disconnect the topping lift, and reconnect to boom vang eye on the mast.

The boom/mainsail is heavy and hard to handle. It can be stowed in the cabin if you wish, but takes a lot of effort, and a lot of room inside. We have found it much more convenient to stow it on the cabin roof, where it is protected by its bag and is ready for instant use next time.

Release the jib halyard from the rope clutch and turning block and **cleat it to the horn cleat on the mast side**. Other end should be left attached to spinnaker pole ring on mast to **set correct length for mast lowering**. Release the trailer winch hook, pass it over the bow roller and hook to the jib halyard. Tension the winch until the inner forestay just becomes slack, allowing the pins to be removed from the forestay and inner forestay. There is no need to slacken the turn-buckles.

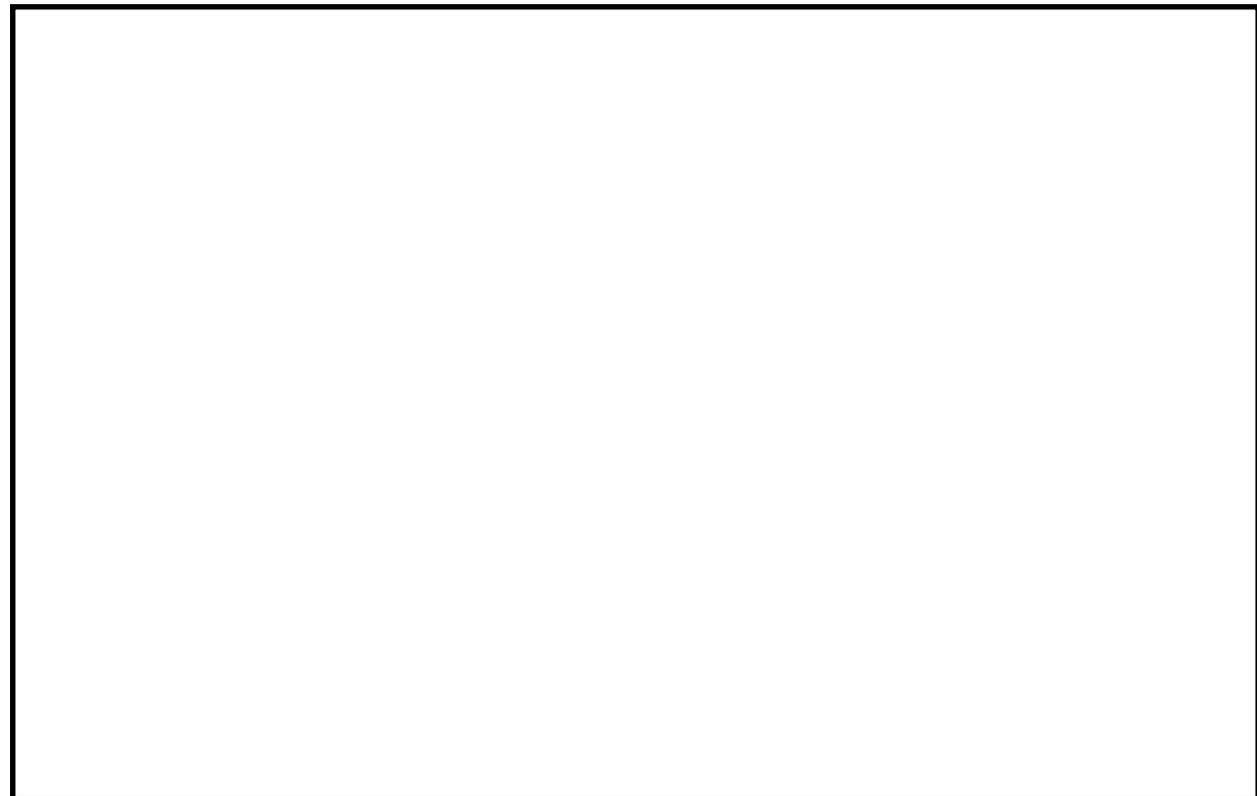
Take the forestays back and tie to the mast.

Remove all the halyards etc. from the rope clutches and turning blocks. Wrap these round and round the mast to retain the stays neatly against the mast. It is important that this is done now, otherwise when lowering the mast the stays will tend to fall away all over the boat. It also makes subsequent rigging much easier.

Fit the mast raising bar on top of the fwd. beams, and begin lowering the mast by letting out the trailer winch. Take care that the winch rope meets the roller on the mast raising bar, and that the mast is central when it reaches the aft mast support. **Be careful that you don't let go of the winch handle while lowering**. Should this happen it will start spinning very fast and can cause injury. Don't try and stop it - except by using the winch brake. **DON'T try and grab the handle** - you could break your arm.

Once the mast is fully down, disconnect the winch rope, wind on the winch, reconnect to the bow eye, and re-tension. The jib halyard is reconnected to the spinnaker ring on the mast.

Remove the mast step pivot pins (don't loose these), and lift the mast up to enable the Windex



Mast is held in the trailering position by the pulpit, and all stays should be tied to the mast with the Velcro ties. Don't leave any wires to rub on the deck as they will soon cause wear marks. The mainsail can be seen in its bag and stowed on the cabin roof

to be removed from the masthead. Walk the mast forward until the intermediate shrouds reach the aft mast support. Rest the mast on the deck and go aft to lift the intermediate shrouds over the aft mast support. Continue forward until the mast can be rested on the carrier on the pulpit.

Tie the mast to the pulpit and aft mast support. All rigging wires and stays should now be tied securely to the mast with the Velcro ties. This is to prevent them from rubbing on the deck which will quickly wear through any gelcoat or paint.

CAUTION: Do not use elastic cord type ties on the mast, with hooks, as they can be dangerous by whipping back and causing eye damage.

Rudder should be fully up, with the tiller handle folded up and tied to one side of the traveller. Should local regulations not permit the rudder to be left on the transom, it should be removed and stowed in the towing vehicle. Secure the pop-top down with the front hold downs, or it could lift up during high speed towing.

Connect the trailer lights (making sure they

are on the correct sides) and then check that the trailer is correctly positioned under the hull. You are now ready for the road.

LIFTING OUT

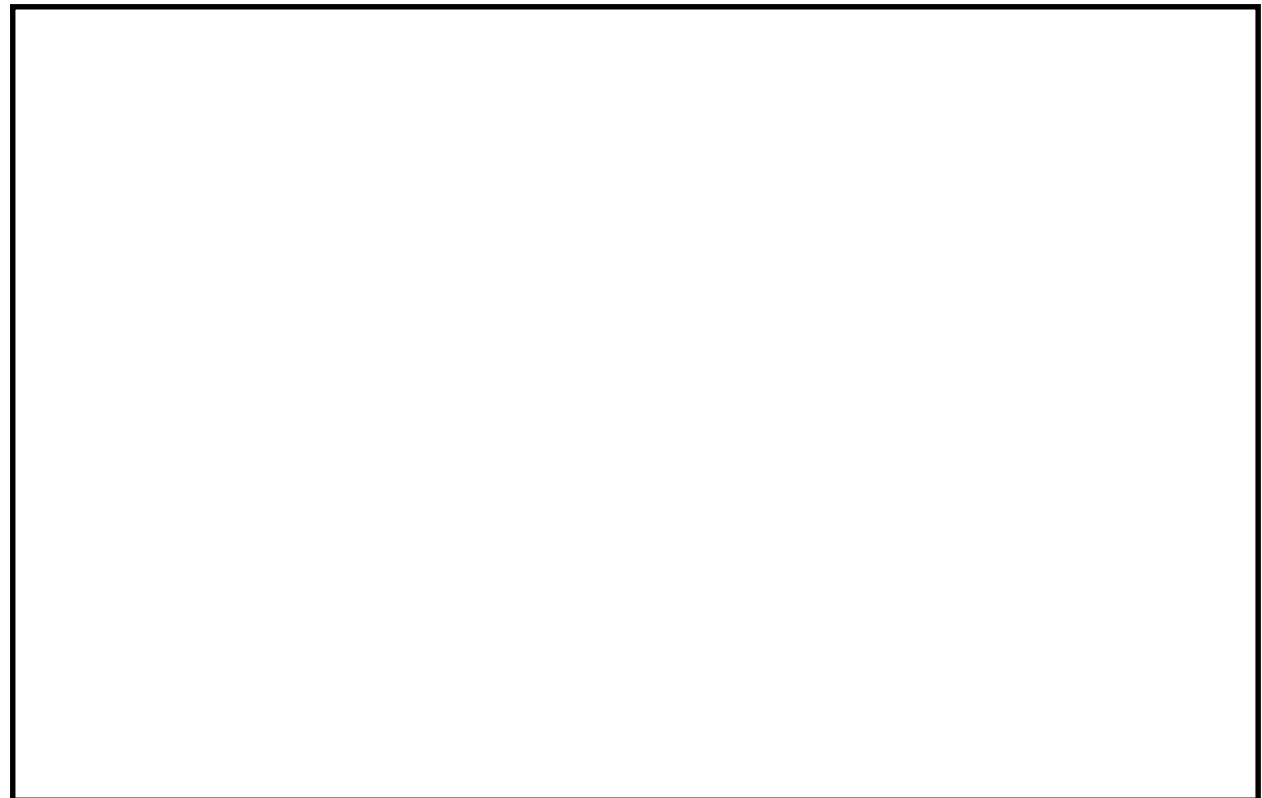
Should there be no ramp present, then the F-27 can be quite safely lifted in and out by the usual dockside lift. Slings can be used around the complete folded craft, the best bearing areas for the slings being the area of the beams.

Alternative lift points are the inner forestay or shroud chainplates, and the traveller horse sides. If required, permanent **Lifting Eyes** can be fitted to the cabin roof corners.

MARINA DOCKING

For marina docking, the top shrouds are released from the floats and the floats folded as normal. The marina slip can then be entered and the F-27 moored as with any other craft.

One problem with marina docking is oil stains or growth on the lower float sides. This is not a major problem with short stays in a slip, but will be a nuisance over a long period.



Rudder is shown in trailering position, with tiller folded up and tied off to one side. Endless line mainsheet traveller control system can also be seen