

F-27 RIGGING GUIDE

EXTRACTED FROM ORIGINAL F-27 SAILING MANUAL

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not be possible if the towing vehicle is a van.

When trailering, allow extra distance for stopping. Watch also for **low bridges, overhanging trees or awnings** etc.

CAUTION: *The overall height on the trailer is approx. 11' 6" and care should be taken to avoid all low, overhead obstacles.*

RIGGING

VERY IMPORTANT WARNING:
Before starting to rig, check to see that there are no powerlines for the mast to touch while being raised, or while being moved to the ramp.

For ease of rigging, it is highly recommended that you follow the exact procedure as set out below. This has been developed from hundreds of launchings and has proven to be fast, easy and

efficient. Using this procedure, two people can completely rig the F-27 and have it launched in under 20 minutes of arriving at the ramp. It is possible in fact, to be launched, unfolded, and sailing within 15 minutes with just two. One person should easily have the boat rigged and launched in under 30 minutes.

Don't be dismayed if it takes you considerably longer the first few times out. It will take a little practice, to become familiar with the procedure, and the more you rig the boat, the easier and quicker it will become.

The Recommended Set-Up Procedure Is As Follows:

1. Remove the trailer tie downs, and the trailer lights. We normally tie the 2 tie-downs together and then use them as the bow line for launching. Saves stowing them, and then finding a bow line.

2. Undo the trailer winch hook, and pull some slack so that the hook will pass over the bow roller. Leave it lying on the foredeck.

3. Remove the mast raising bar from **bracket on the front of the trailer** and also leave it on the

foredeck. Climb onto the bow using the non-skid areas on the float bows as stepping points.

CAUTION: The float bows can be slippery - particularly warn children to take care while climbing up or down.

4. Move aft alongside the mast undoing the rope mast ties (at each end) and the Velcro rigging ties as you go.

5. Lift the forward end of the mast and walk aft, rolling the mast on the aft mast roller. You may need to stop about half way back, rest the mast step on the deck, and go aft to lift the intermediate shrouds outside the aft mast support side tubes. Clear any other possible obstructions to the wires on the way back to the mast step. Continue walking the mast back until the 'legs' of the mast step reach the pivot brackets. Now's the time to fit the Windex to the top of the mast. Lift the mast up until the Windex can be fitted to the masthead from the ground behind the boat. If

rigging single-handed, the mast will actually balance in this position to enable fitting the Windex.

6. The mast should now be connected to the pivot brackets with the fast pins. You may have to brace your feet against the beam recesses and push the mast hard aft to insert the pins. If still difficult check that all stays are clear, the Gibb T Ball stay terminals into the mast have not snagged sideways, and the mast is centered on the aft roller.

7. Position the mast raising bar on to the top of the fwd. beams. Take the trailer winch hook, and pull it back over the mast raising bar roller and connect it to the jib halyard snapshackle after it has been unhooked from the spinnaker eye on the mast. Check to see that the jib halyard is **SECURELY TIED OFF** at the cleat on the side of the mast.

8. The mast can now be winched up, first **CHECKING ONCE AGAIN FOR POWERLINES**. Check to see that all rigging wires are clear and have not snagged anywhere on the boat. The lower and intermediate shrouds will hold the mast



Mast is ready for raising, with raising bar in place and jib halyard connected to trailer winch line. Only the winch line should pass over the mast raising bar to avoid unnecessary wear on the halyard.



For launching, or retrieving, the trailer should not be taken in any further than this. The vehicle is still clear of the water, and the F-27 is an easy push-off from here.

steady, on the way up, limiting any sideways movement. Mast raising is thus a one man operation.

9. Once the mast is fully up, connect the forestay to the bow chainplate, and wind the trailer winch further until the inner forestay can be connected to its chainplate. Clevis pins with spring retaining clips are used on both turnbuckle toggles, and once initial adjustment has been done neither forestay turnbuckle **needs to be undone during normal rigging or de-rigging**, only the clevis pins are removed or inserted.

Lower and intermediate shrouds **remain connected during all rigging and de-rigging** procedures. After the initial adjustment, there is **no need to undo these** or disconnect them from the shroud chainplates.

10. Once both forestays are connected, slacken off the trailer winch, disconnect the jib halyard, and return it to the spinnaker eye on the mast. Rewind the winch and reconnect hook to the bow eye.

11. The topping lift is now disconnected from the boom vang eye on the back of the mast and connected to the stainless steel strap on the end

of the boom to take the weight. Remove the sail bag from the mainsail/boom and insert the shaft at the front of the boom through the mast pivot hole.

12. Fit the roller furling handle (which is normally kept in the anchor well) on the front with the fast pin, and insert the handle shaft into the mast hole. Tighten all the battens in the mainsail, if required. Connect the mainsheet to the strap on the end of the boom. Feed the mainsail head into the track on the mast and connect the main halyard

13. Run all the halyard lines from the mast through the turning blocks back to the correct rope clutches on the aft end of the cabin roof.

14. Connect the mast electric plug if the mast lights will be used.

HINT *If the mast lights are not to be used it is better not to connect the plug, as it is easy to forget when lowering the mast, with consequent possible damage to the plug.*

15. The jib or genoa can now be hanked on and the sheets laid out and connected to the clew. The sheets are normally kept in the anchor well. The headsail can be kept under control by a shockcord which should be kept on the foredeck

for this purpose. Just leave it hooked to the toerail.

16. Untie the rudder, and check that the daggerboard up line is cleated. The outboard motor should also be in the down position - there is no need to tilt it while on the trailer, or while launching or retrieving.

17. Remove the mast raising bar and store. The aft mast support is also now removed and stored.

Your F-27 is now ready to launch - took you less than 30 minutes right??

LAUNCHING

VERY IMPORTANT WARNING:

Before taking the boat to the ramp, check to see that there are no powerlines for the mast to touch.

Back the trailer down the ramp until the trailer is submerged up until the inward bend of the side frame members (about 8' back from the winch post). You should now be able to get to the winchpost without getting your feet wet.

Disconnect the winch hook and push the boat off, while holding on to the bow line, or you can get on board (but start the motor first before pushing off). Be careful of crosswinds or wind from the stern. The F-27, with its shallow draft, will move quickly sideways in such conditions, and you should not launch until there is sufficient maneuvering room alongside.

This ability to go sideways is one drawback of shallow draft, and you should always make allowances for it when launching/retrieving or under power. **First priority** at every launch should be to **LOWER THE DAGGERBOARD!!**. This helps to prevent any sideways movement, and gives excellent maneuverability under power.

The F-27 is a big boat to handle at ramps, but because of its lightness, it is easy to move around. The trick is not to fight it, but to plan ahead what you are going to do, and gently guide it in the correct direction.

An offshore wind at the ramp is ideal, as the boat will just lie quietly downwind at the end of the bow line. It is just then a simple matter of boarding over the float bows, and backing off or just walking her over to the boarding dock, if available.

An onshore wind is probably the most difficult, as the boat will swing sideways once launched, and come towards the ramp. In this situation the boat should be held off the ramp from a central position on the side. You will find a balance point where it will lie evenly until you are ready to board.

If a dock is alongside it is a good idea to run a stern line to the dock, so that the stern can be pulled to the dock after launching, thus preventing it from swinging around.

A good way of launching in all conditions, if extra help is available, is for someone on board to start the motor before launching, and simply back the boat away from the ramp - remembering, of course, to drop the daggerboard once clear of the trailer. This can be done single-handed also, by pushing the boat off, and then climbing aboard using the float bows.

The F-27 is always launched folded, and unfolding can be done at any time once afloat. It can be done either at the dock, or while motoring away, even in choppy conditions. Folded stability is very good, **but it is limited**. Always take care in strong crosswinds and avoid fast tight turns!

CAUTION: Always take care in very strong winds (30 knots and above) while folded and with mast up. A combination of a fast tight turn and the mast windage could cause a roll over in such conditions. If in doubt, unfold one or both sides and any danger is eliminated.

To unfold, first check that there are no ropes across the beam recesses, and the tiller is clear. Remove the beam locking pin at the forward end of the cabin side, place your foot on the top of the upper folding strut, grasp the top of the beam and pull downwards, while pushing with your foot.

CAUTION: Check that no one has their foot/hand/fingers in or near the beam recesses!

The float will unfold, but be careful it doesn't pick up too much speed towards the end. Hold the beam down and tighten the bolts using the speed wrench provided. These bolts should be tightened firmly but not excessively.

Should you have difficulty in holding the beams down to tighten the bolts, then the usual



The top shroud is shown here, connected to the float, and with the tensioner tackle in place and tightened. Optional stanchion bases can be seen on the float decks, the stanchions just plugging into these when required. The lifelines are clipped onto the float deck padeyes on the bow and stern.

cause is wingnets that have been lashed too tightly. These should be slacked slightly.

It is not necessary to hold both fwd. and aft beams when folding, one person operating either beam is all that is required. The wingnets will extend and automatically tighten themselves.

The top shrouds should now be connected to the floats, the turnbuckles being attached to the chainplates on the float decks. If these are set up correctly, there should be just enough slack (but not too much) to insert the clevis pins. The turnbuckle can then remain fixed, and is **never undone**. Just the spring clip and clevis pin are inserted or removed.

The top shrouds are then tensioned by the block and tackles anchored on the aft beams and attached to the shackle located about 4' up the top shrouds. Pull these on firmly, checking that the mast is straight. The first time out the block & tackle rope should be marked when the mast is straight, as a reference mark for future use and adjustment. These tackles will need considerable tightening when going to windward in rough seas, as they keep the mast straight and forestay tight

for good pointing ability. Do not allow the leeward shroud to become visibly loose.

SAILING

The mainsail can now be hoisted, after first releasing the roller furling handle on the front of the mast so the boom is free to turn. Turn directly into the wind and commence pulling on the halyard. You may find a winch necessary to get the main fully up, the self-tailing jib sheet winch being ideal. As the main goes up it will automatically unroll from the boom. Winch the halyard tight until all the wrinkles just disappear from the mainsail luff, and lock the halyard with the rope clutch. Then lock the roller furling handle, and release the topping lift.

The F-27 sails perfectly well, and tacks easily under mainsail alone. If you have a lot of tacking to clear a channel then it can be much easier with just the main. You don't have to worry about tacking the jib, you won't be going too fast, particularly in crowded waters, and visibility is excellent. The correct technique for sailing