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Re the Rhodes 22

M A S T H O I S T S Y S T E M

While our literature does say that one man can raise the Rhodes 22 mast, what about all the other men? And, more important, what about the women ?

We have been working on the answer to this question for many years. We have studied the forces, listened to our owners, produced a number of variations. And, Eureka, we have it.

Not one model, but two. The trailer model is used only when the boat is sitting on its trailer. The universal model can be used when the boat is in the water or on its trailer - anywhere except inside most garages.

Each model allows you to trailer or store your boat with the mast carried on the roller of the mast hoist. Now, with the mast so high above the cockpit, going in or out of the cabin is inviting. And using your boat as a camper, with the mast as the ridge beam for a storage cover or cockpit tent, is a great plus feature.

Current pricings for the two R22 Mast Hoist systems are on the Super Options Price List.

A word of caution:

While this product is made of top quality materials, it can be misused or defective parts from suppliers can pass by us undetected or can fail later in the field. And, while we have had no serious problems with our mast hoists, we do want you to make certain that kibitzers, helpers, operators, everyone, is always clear of the mast and hoist so that, in the unlikely event of a failure and a mast is dropped, only the mast or boat takes the punishment, not one of our precious owners or friends.

THE RHODES 22 MAST HOIST SYSTEM

ASSEMBLY / INSTALLATION / OPERATION:

If you have ordered a Mast Hoist with your boat, you will only be concerned with installation and operation.

If you purchased a hoist that was sent to you from the plant, you will have to wade through the assembly instructions.

Remember: the Universal model can be used when the boat is in the water or on the trailer and the Trailer model can only be used when the boat is on its trailer. Also, with the Trailer model, since you use the trailer winch, the anchor must be released from its lower bracket.

ASSEMBLY:

Attach two eye straps to either side of the mast about 6 feet up from the bottom of the mast being sure that the screws are entering the forward chamber of the mast and not the sail chamber. Use the #6 sheet metal screws supplied and a 7/64" drill bit for the mast holes. The mast stabilizer lines snap on or tie to these eye straps.

Take the forward ends off the handrails on the cabin top and slip on the two fittings (that have short tangs already attached) onto the end of each handrail and put back the handrail ends. Slide these fittings aft along handrails until they are aligned with the slot in the mast step. Then slide these fittings 1/4" to 1/2" aft of the mast step slot alignment and secure this location with the set screws supplied in these fittings. You will later be connecting the lower ends of the mast stabilizer lines to the tangs on these handrail fittings.

The only part of the hoist system that becomes a permanent part of your boat is the small rectangular 3/4" thick pre-drilled plastic plate. Hopefully we remembered to send you the two 1/4" fasteners that let you attach this plate to the cabin top (centered and approximately 7" back from the widow's peak of the front end of the cabin trunk). Using the plate as your template, drill 7/32" holes for the fasteners into the cabin top (which is over an inch thick at this point) being careful not to drill so deeply that you come out into the inside of the cabin. Put some caulking in these holes. The machine screw fasteners will self-tap into the holes securing the plate to the cabin top. You can now throw your drill away or return it to the store. The rest is a simple assembly of nuts and bolts. (In most cases!)

If your stern rail carrier is unassembled, the 1/2" stainless steel axle inserts through the roller and each end of the axle goes into the large hole at the upper end of each of the two 6' long anodized aluminum tubes.

$$\frac{1}{4} \times \frac{3}{4}$$

$$\frac{3}{16} \times \frac{1}{2}$$

The rectangular 1/4" thick plastic plate is bolted onto the two tubes, below the roller. This pre-drilled plate aligns and spaces the two tubes and, in so doing, locks in the roller axle. The pre-assembled plastic stern rail shelf, with its two large holes to receive the two tubes, is then slipped onto the bottom ends of the two tubes, with the ridge side of this platform facing down. Move this platform assembly up onto the tubes until the holes in the tubes line up with the holes in the under lips of the platform and bolt the platform to each tube. Finally, single bolt one of the two plastic brackets to the bottom end of each tube.

The assembly will now sit over your stern rail with the bottom two brackets sitting over the transom. The brackets may have to be adjusted up or down the tube to make a good fit to the transom since spacing of stern rail heights may vary from boat to boat. A second set of pre-drilled holes near the bottom of each tube can be used for this purpose or you can get the drill back and drill additional holes through the tubes. Each tube comes with a line attached to it at the roller level. These lines stabilize this stern rail mast support assembly by securing to the boat's aft docking cleats.

INSTALLATION:

If you were brilliant enough to have thought of ordering your boat with the mast hoist as one of your options, forget everything under "Assembly".

Just lift up the rear, light weight, mast carrier assembly and set it over the stern rail so that the rectangular opening in the "platform" section fits over the stern rail lamp and the pivoting brackets, at the base of each tube, pivot over the transom and make fast the pre-connected lines from each tube to their respective aft deck docking cleats so that the assembly cannot move sideways or aft.

Having ordered the mast hoist with your boat, you can again forget everything just said since your boat will be delivered with this assembly in place, tied and with the mast riding on its roller.

Your hoist package includes two mast stabilizer lines, each with a snap shackle at one end. Snap these lines to the eye straps on either side of the mast (located 6 feet up from the mast bottom). Each of these lines also has a loop tied into them for a step you will take under "Operation". Read on.

Now for the Crane. This is a single 6 foot aluminum tube with two bottom side plates connected to it with a 1/2" pivoting bolt. These side plates bolt through the deck plate, already on the cabin top, using the two long 1/4" bolts provided. Trailer Model: Atop the crane tube is an eye bolt for attachment of the trailer's strap hook on one side and attachments for the two aft lower shrouds on the other side. Universal Model: Atop the crane tube is a special winch with automatic breaking action on one side and the attachments for the two aft lower shrouds on the other side.

You want to mount the crane to the deck plate so that the winch side (Universal), the eye bolt side (Trailer model) is facing the bow.

The Trailer model has one other fitting. This turning plate fitting must be connected over the bottom anchor fitting in a self obvious manner. Run the trailer strap over this turning plate and snap onto the eye at the top of the crane. Universal model: connect the winch strap from the top of the crane to the bow chain plate of boat. With both models, feed out enough strap to allow the crane to lean slightly aft so it self-supporting.

OPERATION:

When down, the mast rests on the carrier roller. Make certain the sliding hatch is closed and the upper shrouds are not between the two tubes. Using the furling jib tube (currently part of the mast bundle) as a handle, roll the mast until the hole near the bottom of the mast lines up with the hole in the mast step and insert the mast bolt, as you normally do. Connect the back stays and the upper shrouds to their respective chain plates. Connect the two AFT lower shrouds to their fittings atop the mast crane.

Finally, take the ends of the lines you had snapped onto the mast sides some 6 feet up the mast and pass each end through its respective tang on the cabin top handrail and then up and through the loop in this line pulling down making the line taught and tie with a simple knot. (If your boat has teak cabin top rails there will be no special tangs on the rails so just tie the end of the line around the teak hand rail at a point in line with the mast step bolt.) These mast stabilizer lines keep the mast from pivoting sideways when raising and are taut when the mast is down but slacken as the mast lifts and the side shrouds take over.

Start Your Winches: Standing on terra firma with the Trailer model or, standing on the bow deck with the Universal model, turn the winch handle. As the mast lifts, the upper shrouds (the ones thru the spreaders) will keep the mast from falling sideways and the back stays (remember they connect inside the stern rail) will prevent the mast from falling forward and the winch line will keep the mast from falling aft. While raising always remain alert to any stays developing kinks or hanging up on some part. (Or contacting some overhead wires!) Turning the winch handle gets progressively easier as the mast raises but at no time is this handle very hard to turn. If it is, stop. There is a problem. See what it is.

With mast up, connect the two lower forward shrouds to their respective chain plates and the mast is self supporting. Now, and only now, remove the two aft lower shrouds from the Crane pole top and connect them to their respective cabin top chain plates. Remove the two 1/4" bolts from the Crane pole bottom plates and store Crane pole. Undo the jib disc from its mast bracket and undo any lines you have used to keep the furled jib sail parallel to the side of the mast and connect the jib stay bottom fork fitting to the bow chain plate as usual. If you wish, the mast stabilizer lines can be left connected to their fittings on the handrails while the mast is in its up position to save time when readying for lowering.

When lowering the mast, the procedure is reversed. the Universal has a self-breaking winch. But the Trailer model is using the trailer winch so you must not let go of the handle while lowering or the mast will fall and the free spinning handle can hurt you. Control this winch all the way down until the mast is at rest on the roller. If the lowering mast appears to be missing entering between the roller guides, it can be guided by a light tug on a side stay or stabilizer line.

HELP is reached at 919 482 4372.

The second time is really very easy.